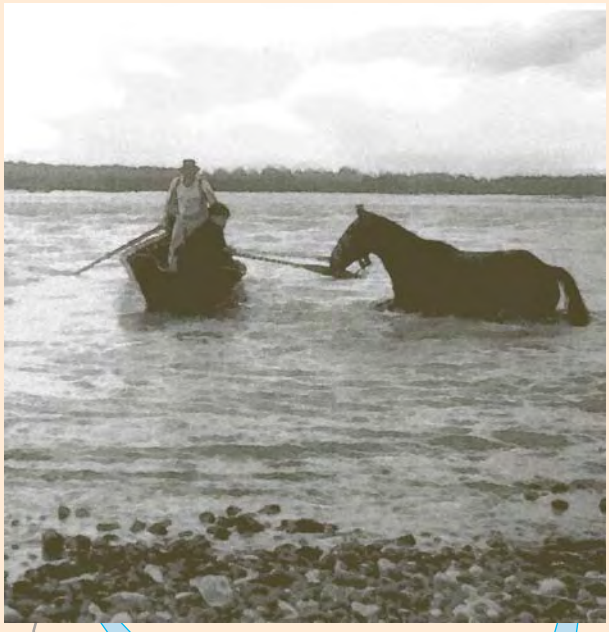
Trapper Creek Historical Landing Park: Site Development, Use & Interpretive Plan

FINAL :: September 2006



Trapper Creek Community Services
Agnew::Beck Consulting

A plan produced with Mini-Grant Assistance funds made available through the State of Alaska, Department of Commerce, Community and Economic Development and the Denali Commission

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ACKNOWLEDGMENTS

This plan was produced in part with Mini-Grant Assistance funds made available through the Department of Commerce, Community and Economic Development and the Denali Commission. The Matanuska-Susitna Borough also contributed funds towards this project.

All photos were taken by Agnew::Beck Consulting staff or donated by the Trapper Creek Museum/Ken Marsh.

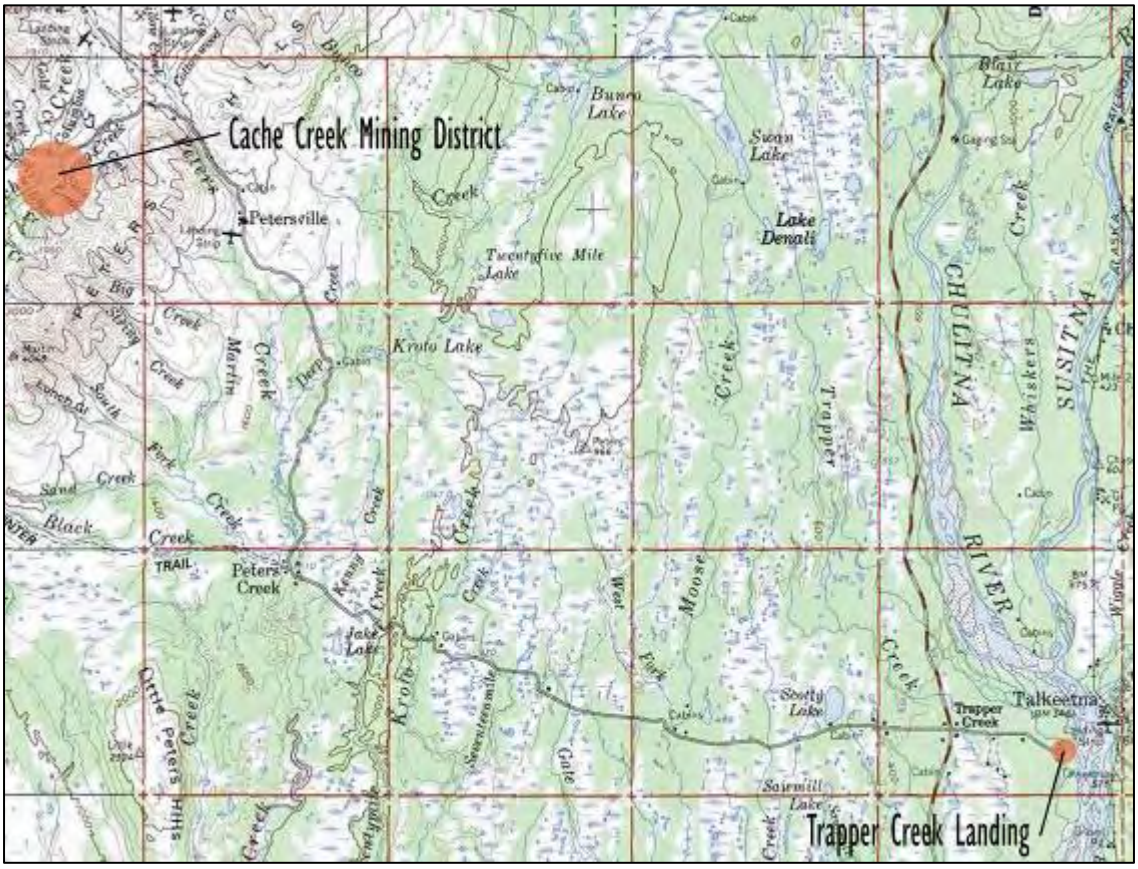
PROJECT BACKGROUND & OVERVIEW

The purpose of this project is to develop a Site, Economic Development and Interpretive Plan for the "Landing," an important historical boat landing area in Trapper Creek, Alaska. This area is primarily owned by the Matanuska-Susitna Borough, and is located adjoining the Susitna River, at the eastern end of the East Petersville Road, in Trapper Creek (see maps below).

The motivation for this project is the emerging consensus in Trapper Creek that the community needs to find new ways to increase tourism and develop job and business opportunities, but do so in a manner that benefits local residents and retains the qualities that make the community unique. The special qualities that define Trapper Creek include the community's rural character, backcountry cabin and residential areas, interesting history, and abundant, year-round recreation opportunities.

Over the last several years, the community has made big strides to respond to the challenges and opportunities posed by growth. In the fall of 2003, with the assistance of the Mat-Su Borough and the National Park Service, the community organized a first ever community wide gathering called "Trapper Creek Tomorrow." In late 2004, the community, with assistance of the Borough, started the preparation of a Comprehensive Plan. The comprehensive plan process is not complete, but initial drafts of the plan identify improvement of "The Landing" as a priority.

Project Area Map



PLANNING PROCESS

The planning process began with the community's submission a grant application to the State of Alaska "mini-grant program", by Talkeetna Community Services, Inc. TCS was awarded the grant, which was used to hire Agnew::Beck Consulting to help the community design and develop the project.

The next step in the process was to establish a local steering committee to work with the community to set project goals and put together a development plan for project improvements. From the beginning, the intent has been to keep the project simple and practical.

A public work session was held on May 10, 2006. The goals for this meeting included:

- present background information
- review and refine project objectives and issues
- outline options for improvements at the site
- review options for interpretive information

Meeting attendants were able to tell stories about living in the area, boating on the Susitna River and describe what the Landing was like nearly 60 years ago. Options for a boat launch, park facilities and trails were also discussed. Based on this feedback and other research, a draft plan (an earlier version of this document) was prepared and circulated for public and agency review. The plan includes the compilation of background information regarding the historical and current uses of the area, physical characteristics of the site, as well as draft plans that set out recommended facilities, uses, interpretive elements and management strategies for the area. A community workshop was held on July 13th to get feed back on the draft plan, and general public comment. Those participating in the July workshop generally confirmed the direction of the plan, and suggested a handful of small changes, which have been incorporated into this final document. In addition to this plan, a brochure describing the area's history was produced, for distribution in the community.

A key component of this planning process is the permitting related to the planned boat launch. A meeting between the Department of Natural Resources, Office of Project Management and Permitting, Alaska Fish & Game, US Fish & Wildlife, Environmental Protection Agency, Army Corp of Engineers, Agnew::Beck Consulting, and Turner Enterprises was held in June to discuss this project, and better understand the particular permits required for the boat launch's approval.

Who is involved?

- Trapper Creek Community Services Inc. (a registered non-profit serving the Trapper Creek Community Council area)
- Trapper Creek Community Council
- Residents and landowners near study area
- Matanuska-Susitna Borough (MSB)
- National Park Service (NPS)

- Agnew::Beck Consulting, working as the prime consultant with Turner Enterprises (a local construction firm working as sub-consultant to A::B)

Other partners (involved in permit process)

- Army Corp of Engineers
- Alaska Department of Natural Resources (ADNR) – Mining, Lands and Water Division
- Alaska Fish & Game (AF&G)
- US Fish & Wildlife (USF&W)
- Environmental Protection Agency (EPA)

Timeline

Date	Action
2005	Trapper Creek Community Services, Inc. (TCCS) was awarded a DCCED a mini-grant to prepare a Site Development, Use and Interpretive Plan for the Historic Landing Park
February '06	Agnew::Beck was awarded contract to help TCCS prepare this plan
April	Publicity of the project began with flyer posted around community, inviting public to attend the initial workgroup meeting
May 10	Initial site visit and meeting with interested community members
May 15 – 30	Research local history and recreation /tourism development potential: · Set up interviews · Compile maps · Permit research and follow-up with Sam Turner · Write background info sections of draft plan · Brainstorm site development and publicity/interpretive products · Draft site-development options · Draft implementation/management options
May 23	Agnew::Beck visited the community to visit the museum, interview homesteaders and '59ers, and look at remaining artifacts.
May 30–June 2	Draft a preliminary Site Development, Use and Interpretive Plan
May 30–June 2	Confirm public meeting time, location
June 10	Preliminary Permit Issues Meeting with Sam Turner, DNR, AKF&G, AKF&W, EPA, Corp of Engineers, etc.
June	Develop concepts for brochure, signs and other interpretive strategies with MSB, NPS and TCCS
June	Develop Draft Site Development, Use Plan
June 30	Finalize draft plan and release for public review
July 13	Trapper Creek community meeting on draft plan (7.27 end of public comment period)
August	Final revisions to plan; continued pre-permit application work
August - Sept	Complete final plan, submit to Community Council for review and approval
Fall 06	Complete and submit necessary permits

PROJECT AREA FEATURES & USE

The project is located in Trapper Creek Community Council area, an unincorporated community located in the northern portion of the Matanuska-Susitna Borough. The historical landing park is located at the east end of the East Petersville Road, along the western banks of the Susitna River, just across the river from Talkeetna.

The historical landing park includes a 57-acre parcel owned and managed by the Matanuska-Susitna Borough, as well as other surrounding Borough property along the Susitna River. The gravel bars, islands and channels of the Susitna River below ordinary high water mark are held by the State of Alaska.

This area is significant from several perspectives:

- History – This site is historically significant as the staging area for the Cache Creek trail. Early in the century, miners and prospectors would take steam ships up the Susitna River to Talkeetna. After 1917 travelers could ride the railroad to Talkeetna. From Talkeetna they would cross the Susitna River to this site, where they would organize themselves for the 35-mile trip to the Cache Creek mining district. The names of a number of the rivers along the route (7-mile, 9-mile, etc.) mark the distance from Talkeetna, and offer testimony to this journey.
- Strategic location for a boat launch – Intensive, regular use of this site ended once the Parks Highway reached Trapper Creek in 1968. However the site continued to be used informally as a boat launch for several decades. Several previous sites along the Susitna River in the general area have been closed, creating a growing demand by locals, Alaska residents and the tourism industry for a reliable take-in/put-out point.
- Site potential – This attractive, mostly natural site has excellent potential to provide a diverse range of riverfront recreational experiences, including picnic areas, trails, wildlife viewing, and community facilities like bear-proof trash containers, outhouses, wells and telephones.
- Proximity to commercial – This location is just 3 miles from the existing set of services at the intersection of the Parks Highway and Petersville Roads. This area has been identified by the draft Community Comprehensive Plan as the ideal location for an expanded town center – a place where commercial and community facilities could be clustered, to better serve residents and provide a venue for sale of local goods and services to travelers. Improvements at Trapper Creek Landing can increase the odds that travelers will slow down and spend time and money in Trapper Creek.

Physical Environment

Trapper Creek is located at the base of the Alaska Range, the tallest mountains in North America. The landscape is relatively flat with elevations ranging from 400 to 1100 feet. The Landing itself is very flat with little topographic relief.

Much of Trapper Creek is covered by poorly-drained, silty soils, left behind by retreating glaciers. This in turn contributes to the area's extensive system of wetlands, making much of the area unsuitable for development. In contrast, the Landing is relatively dry. The Landing is also nearly flat, even along the buff of Susitna River. This makes road and trail construction relatively straightforward, (unlike the marshy areas in Trapper Creek which require costly fill and bridging to construct roads for vehicles or ATV's). While landscape features in other areas of Trapper Creek change in the winter (frozen marshy areas and rivers allow for accessible travel by snowmachine, dogsled, or skis) travel conditions at the Landing is fairly consistent year-round. The one exception is the annual freeze up of the Big Susitna River, creating winter travel and trail options.

Vegetation in the area includes bands of willow, alder, spruce, birch, aspen and cottonwood. Also in the area are various berry plants, fiddlehead ferns, cow parsnip and wild roses.

The confluence of the Chulitna, Susitna and Talkeetna Rivers is located just the north of the Landing. These three large rivers make up the primary components of the eastern Susitna River system. Drainage in the area extends down from the Alaska Range via snowfall, rain and glacier melt, across the rolling tundra-covered hills through the lowlands below, and toward Cook Inlet. These rivers have done much to shape the area's landscape. Before there was the Parks Highway or railroad to Talkeetna, the Native people and miners moved through the Upper Susitna Valley via the rivers (Susitna, Chulitna, Yentna, Tokositna).

The Susitna River in the vicinity of Trapper Creek and Talkeetna is a broad waterway, with a braided, dynamic channel. These conditions can make the development of a launch area challenging. For example, the historical fishing site roughly 1 mile upstream from the project area was affected by a change in the river's course and resulting large-scale erosion. An estimated 2000 acres of ground was impacted; several new sloughs formed, and the area became more prone to logjams. The Trapper Creek landing site, however, has proven over the last 50 years to be a more stable area. The specific area proposed for a boat launch is separated from main channel of the river by an island. The proposed boat launch area is located on stable ground with increased vegetation adding to that stability. (More on this subject is presented in the following sections.)

Access to Area

Trapper Creek is accessible from the Parks Highway about 17 miles north of the Talkeetna Spur Road. The Parks Highway provides access to Alaska's major transportation and population centers and serves local and through traffic between the coastal and interior areas of Alaska. It serves the everyday mobility needs of people who live in the communities located along the length of the highway. There are no alternate routes and few access roads join the highway. It also serves the scenic and recreational demands of Alaskan residents and tourists.

From Willow to Trapper Creek, the 2000 traffic volume was 2,200 vehicles per day. This average annual daily traffic volume is expected to grow to 4,700 by 2030. Although residents state that there is more residential traffic than tourism traffic along this section of the Parks highway, summer volume may be twice the annual average. [1]

The Petersville Road intersects the Parks Highway at Milepost 114.9. The Landing is located 3 miles east of this intersection, at the end of the East Petersville Road. Forty miles northwest of this intersection is the collection of mining-related developments in the "community" of Petersville, close to the other end of the Petersville Road. The Petersville Road has an average daily traffic count

1 Parks Highway Corridor Management Plan, ADOT, November 2002, page 4-31.

of 200 vehicles and has become a very popular snowmachine destination because of the abundant snow, suitable terrain, and public access to the backcountry. The traffic volume on Petersville Road is now higher in the winter than summer.[2]

The State DOT/PF has identified the possibility of a future bypass or interchange at the intersection of the Parks Highway and the Petersville Road. This improvement is unlikely to be needed for many years, but DOT/PF is understandably interested in reserving option for this type of improvement. In the future it will be studied in more detail to see if and when this improvement is required to through and local traffic conflicts. The interchange project is estimated to cost $19.7 million (in 2001 dollars) and would include frontage roads that would extend from Milepost 114 to 115.23.

Trails

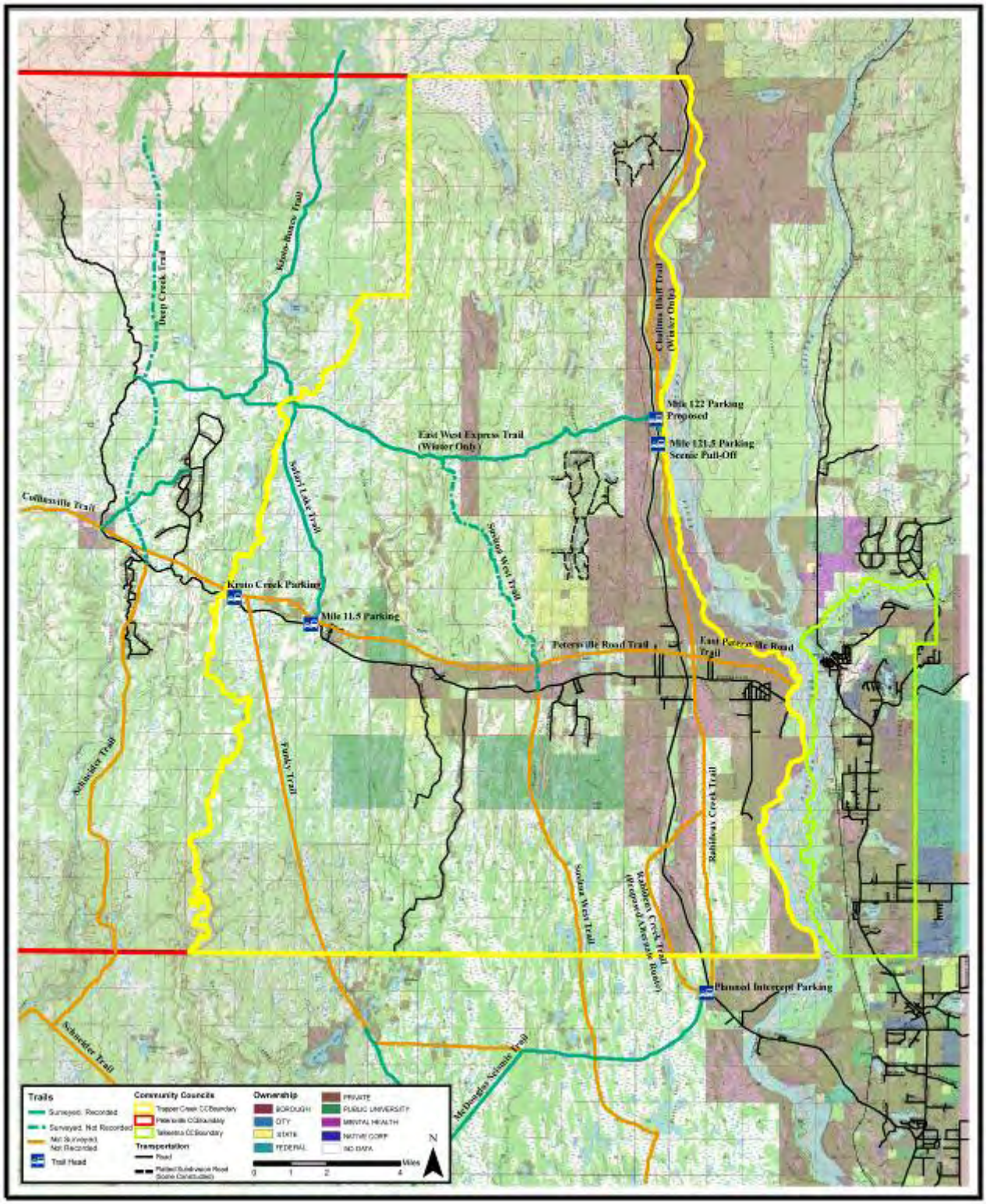
Trails are very important in Trapper Creek, for residents and visitors. There are a number of existing trails in the Trapper Creek area in various states of development (see the trails and roads map on the following page). Several trails and old logging roads, some quite overgrown, cross through the landing area. From the Landing itself, a trail to the north of the parking area gradually disappears after the 'cow camp' but is in close proximity to many of this area's old logging trails. It could potentially be connected to more developed trails in that area, one of which comes out at the Parks Highway at Milepost 118, 6 to 7 miles northwest of the Landing. South of the parking area is an old logging trail, which crosses mostly public but also some private lands. When water levels permit, portions of these private areas can be bypassed by traveling over state-owned river bars. This trail extends to the mouth of Trapper Creek, approximately 4 miles from the Landing. There is an old railroad car that is used as a bridge across a slough along this route. Minimal work would be required to turn the northern route into a more formal, established trail. This southern trail, while presenting few physical challenges, may no longer be a viable as the State recently sold some parcels adjoin the river over which the trail crosses.

Historic trail to the "upper landing" from the end of East Petersville Road.

2 Parks Highway Corridor Management Plan, ADOT, November 2002, page 4-32.

3 Parks Highway Corridor Management Plan, ADOT, November 2002, page 4-40.

Trapper Creek Trails and Roads Map



This map is from the Trapper Creek Comprehensive Plan and was produced by Agnew::Beck Consulting and John Schick

Fish and Wildlife

The Trapper Creek area is home to a wide variety of wildlife and also provides migratory corridors for a number of species.

Small mammals include lynx, fox, beaver, wolverine, land otter, mink, short tailed weasel and least weasel, marten, snowshoe hare, red and flying squirrels, porcupine, muskrat, marmot, pica, and coyote.4

Fish species include five species of Pacific salmon and eight other important freshwater game fish. These include king, coho, sockeye, chum, and pink salmon, lake and rainbow trout, Dolly Varden, Arctic grayling, northern pike, whitefish, and burbot. Non-game fish species include blackfish, long-nose sucker, slimy sculpin, and Arctic lampreys.[5]

These fish attract numerous brown and black bears who den in uplands to the north and make their way down into the region in early summer. Other large mammals include caribou, moose, wolves and coyote. Black bear range in forested areas while brown bears show a preference for open areas. Caribou, moose, and wolves use a range of habitats.

The area attracts a wide range of migratory birdlife, including swans, loons, raptors, golden eagles, bald eagles (mostly in summer), sand hill cranes and three species of concern under the Endangered Species Act – the northern goshawk, olive-sided flycatcher, and the American peregrine falcon. Non-migratory birds are also abundant, including ravens, magpies, downy woodpeckers, chickadees, spruce grouse, brown creeper, gyrfalcon, pine grosbeak, redpoll, willow and rock ptarmigans, and several species of owls. Waterfowl are numerous including the migratory trumpeter swans, harlequin ducks, Canadian geese and tule greater white-fronted geese, loons, grebes, long-tailed ducks, and scooters.

Pictured at right – Sandhill cranes feeding in a field reserved as a wildlife sanctuary and located roughly two miles from the Trapper Creek Landing Site

4 DNR 1980 data, Petersville Road Corridor Management Plan page 28.

5 DNR 1980 data, Petersville Road Corridor Management Plan page 28.

Historical Uses

Native History

Two-thousand years ago, the Dena'ina Athabascan Indians settled southcentral Alaska. They used rivers to travel the area and established villages and trading camps along the valley's rivers. Places like the land at the mouth of Kroto Creek and the area near the mouth of the Talkeetna River (site of present day Talkeetna and Trapper Creek Landing) were among the most important of these sites. Until the influence of the Russians, and later the Americans who settled in this area, the Dena'ina practiced traditional subsistence practices, handed down over hundreds of generations.

Over the last 150 years, the Dena'ina world was dramatically altered. The Dena'ina drifted away or were displaced from their traditional Susitna Valley haunts with the discovery of gold in places like Cache Creek and the construction of the Alaska Railroad. Disease killed a majority of the area's original occupants. Those who survived clustered around white settlements and their customs became diluted and altered by the impact of the white traders, miners and settlers.[6]

Place Names

Every local area has thousands of place names. Where these names originated from differs from region to region. Often they came from events, important happenings in the area, geographic features and land marks. Other times they have been handed down to us by the native people who first wandered and lived on these lands.

The Upper Susitna Valley is no exception to these traditions. Each place names can give us a glimmer of insight into the area's background or history – specifically of the Dena'ina people, who lived here for many hundreds of years before the first white man arrived. The foremost contributor to recording place names was Shem Pete. Shem Pete, born around 1896 on an island near Susitna Station, covered thousands of miles by foot and by boat, learning the traditional names for more than 600 places in the Upper Cook Inlet area.

Below are just a few Upper Susitna Valley place names.

- Trapper Creek – a local term used for the creek in this community for many years by the first settlers. According to community pioneer Bob Watkins the first homesteader in the area, Shorty Bradley, and others pushed for the community to adopt this as its official name.
- Susitna River – "Sand or Sandy River," from the Dena'ina name, Suyitnu. The spelling of this river changed many times and the present spelling evolved due to euphemistic reasons.
- Cache Creek – according to Shem Pete, his former brother-in-law, Susitna Pete, found gold in this creek while getting a drink of water and went on to build a cache here. Thus the creek became Cache Creek.
- Denali – one of the many native names for the mountain white men called Mt. McKinley. Most all the names meant "The Tall One" or "The Great One."
- Rabideaux Creek – named after the Rabideaux brothers, Noah and Oliver who trapped and lived on its banks as early as 1910.
- Kroto Creek – got its name from the Indian village once located at the mouth of this creek. In the early days, sometimes it was spelled as Croto. The Dena'ina called it Clearwater Creek meaning "On the Shoal Creek."

"Place Name – an Insight to Our Local History" by Ken Marsh provided much of this information

[6] A River Between Us, The Upper Susitna River Valley of Alaska: A Historical Story Collection, Kenneth Marsh

The Settlement of Trapper Creek

The Landing, with Mt. McKinley in the background, from the Talkeetna side of the Susitna River. A painting by Curt Wagner, resident of Trapper Creek in the 1950's

The reason Trapper Creek exists is because of its geographic location between the historic Cache Creek mining district and the community of Talkeetna. In the early 1900's, miners would find their way to Cache Creek by taking boats from the old Susitna Station (at the junction of the Susitna and Yentna Rivers) and then continuing up the Susitna, Chulitna and Tokositna Rivers. They would then leave the river travel overland through bogs and brush and other laborious territory. As more miners arrived, a wagon trail was constructed to the mining district from McDougall, a supply point along the Yentna River. This was also a difficult route and certainly not the most direct. In 1917, Henry Bahrenburg, a miner from Cache Creek, blazed a trail from the mine to Talkeetna, where an Alaska Railroad connection had recently been established. Soon afterwards, the Alaska Road Commission (ARC) developed this trail into a dirt wagon road, originally called the Cache Creek Wagon Road. With the growth of the road-side community of Petersville, the Cache Creek Wagon Road gradually changed to what is now known as the Petersville Road. It is this road that allowed Trapper Creek to develop and grow.

Trapper Creek Landing was established because it was a re-supply and maintenance point for travelers crossing the Susitna River and a construction camp for the ARC team. This latter group was the first set of non-native people to live in the area. To get to the Landing from Talkeetna, travelers crossed the river either by long flat boats or planes in the summer and over the ice by sled and snowshoe in the winter. From the Trapper Creek Landing is was then a 42 mile trip to the mining district.

An example of boats used to cross the Susitna River

It wasn't until 1959 that Trapper Creek really began to grow. A group of later day pioneers known as the Michigan 59'ers caravanned to Alaska together. A number of this group homesteaded in the area – primarily along the Petersville Road and Trapper Creek. Many of these families remain in Trapper Creek today.

The community grew again in 1968 with the construction of the Parks Highway. The highway "cemented" Trapper Creek's existence in a way and its intersection with the Petersville Road is the "heart" of Trapper Creek today.

At its peak of use, from the 1920's through the 60's (until the construction of the Parks Highway in 1968), the Trapper Creek Landing area was an active transportation center. In addition to being ARC's headquarters, the Landing was depended upon by miners, trappers and homesteaders alike. The Landing was essentially the "gateway" to what is now know as Trapper Creek and more distant areas, such as Peters Creek, Cache Creek, and the Yentna gold fields. Buildings and services included an airstrip just north of the

road, cookhouse, gas house, barn, ARC warehouse, machine house, tent house, sheet metal garage, and bunkhouse – all of which were at the Lower Landing at the end of the Cache Creek Wagon Road/Petersville Road. Over the years, as the river changed paths and channels shifted, a site farther north (Upper Landing) was used as a boat launch area – hence, the existing trail that leads to that site. It is hard to say just how many folks lived at the ARC Camp at any given time. Anyone going to the mines or west along the road from about 1920 till the Parks Highway was built would pass through this area. There was a crew that stayed there from time to time but probably not more than a dozen men would be there at any one time.

The Alaska Road Commission warehouse that once stood at the Landing

Current Human Uses

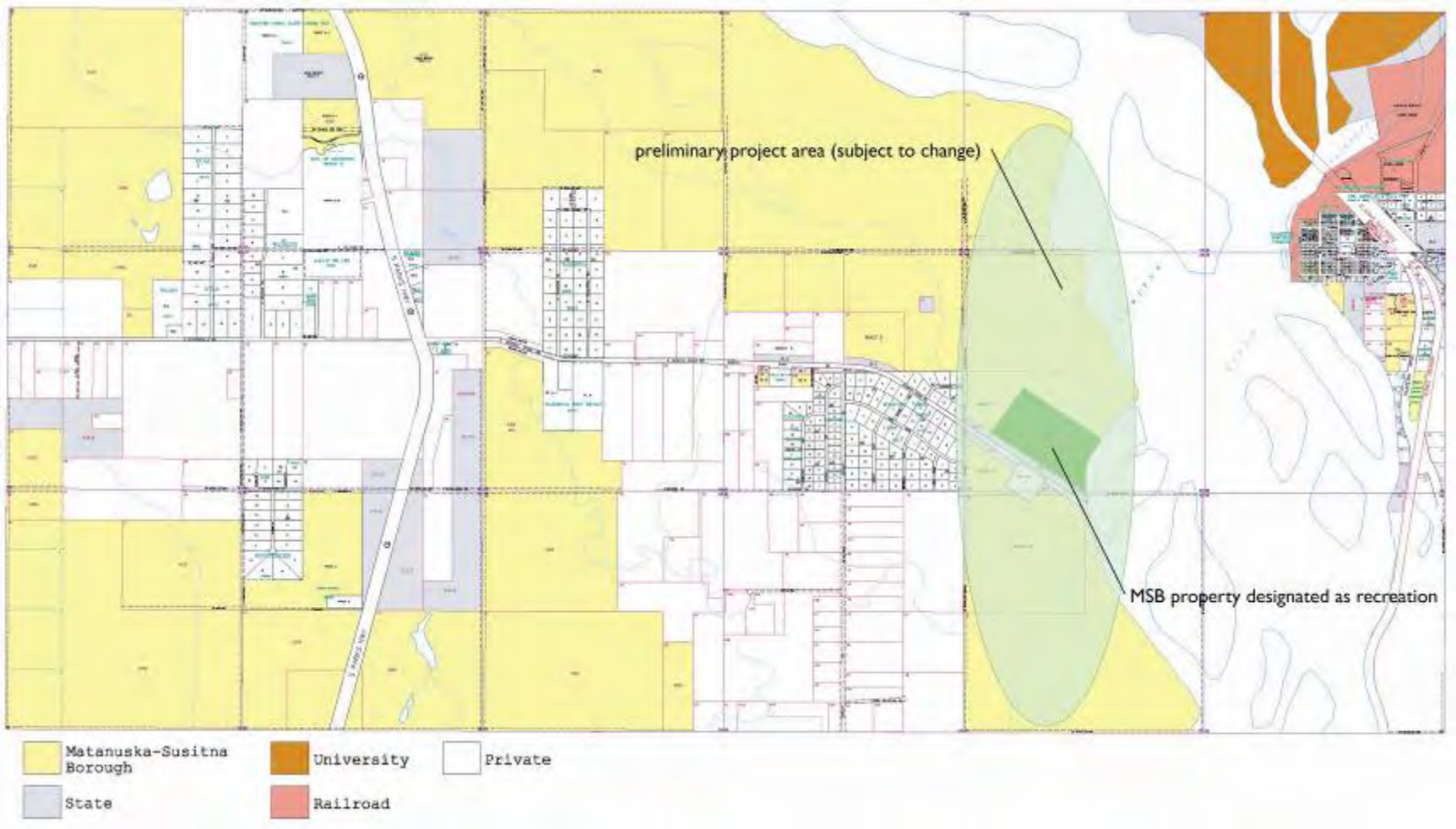
This historic Landing site was increasingly neglected after the opening of the Parks Highway, and is no longer the hub of activity it was during mining and ARC days. Other than a gravel pad put in 2002 (using an MSB bed tax money grant), the Landing and surrounding area currently do not have facilities to draw people in.

The area currently functions as an informal boat launch, and is used by local rafting companies (Talkeetna River Guides and Princess) and a few local residents. In addition to use as a launching area, local residents use the site for a 4th of July event and casual gatherings or parties. The site has also seen some deterioration through the dumping and some accumulation of trash. Winter use of the property is very limited and remains a local destination.

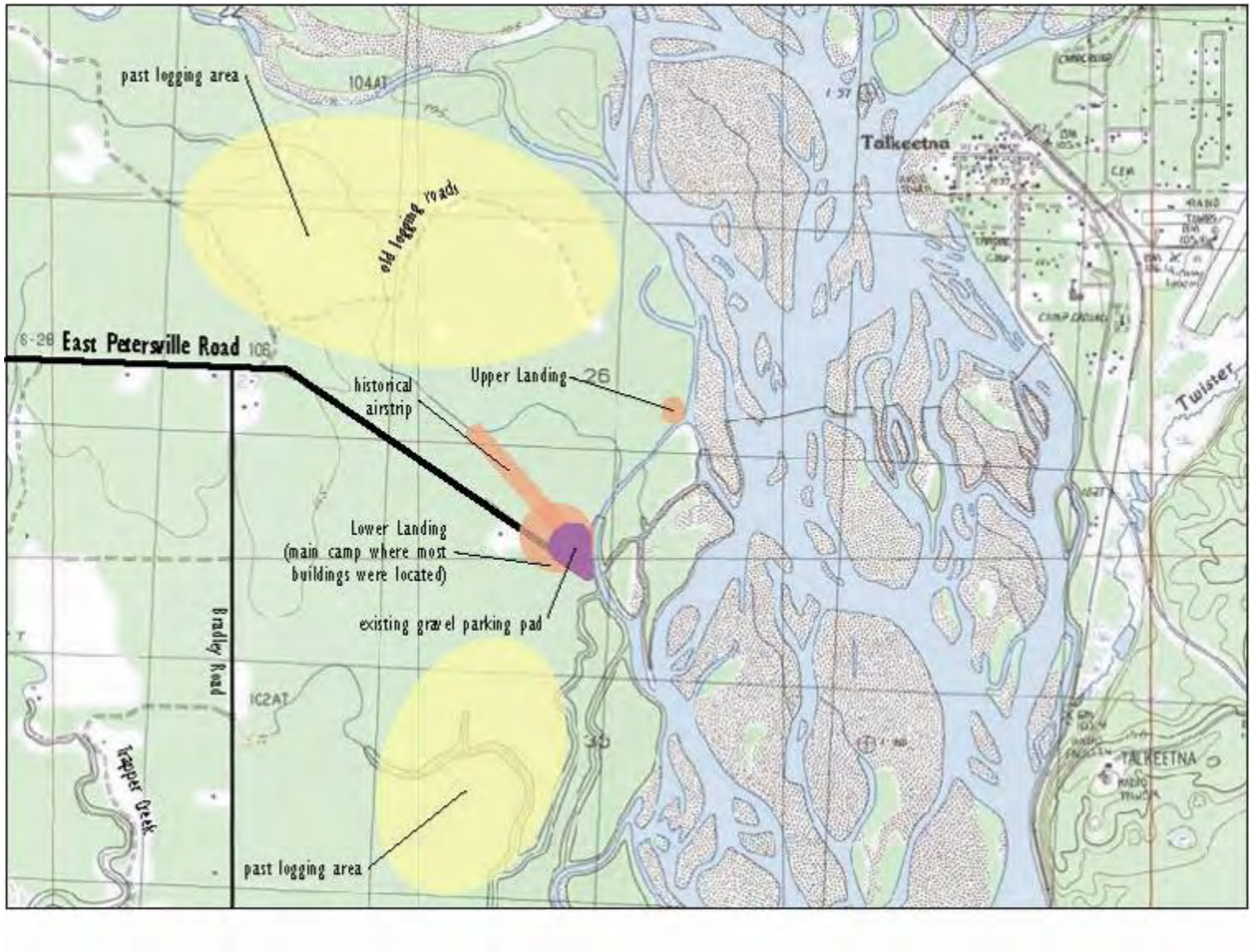
The borough has designated a 57 acre borough-owned site for recreation. In the late 1960's and 70's, lands north and south of the MSB designated recreation site were used for timber harvest. Several logging trails still exist in the area but are infrequently used. As is shown on the map on the following page, areas to the west of the site are primarily residential. With the development of the Landing, increased traffic will occur on the East Petersville Road – requiring necessary planning and road maintenance.

The map on page 13 shows the location of different uses today and in the past.

Land Ownership and Parcel Boundaries Map



Land Use and Topography Map



PLANS FOR SITE DEVELOPMENT

Background

Recreational options in the Trapper Creek area include snowmachining, skiing, fishing and hunting. Trail-based and dispersed backcountry outdoor activities dominate. People use trails to reach cabins, hunt and fish, get firewood, trap, and just explore.

Parks in the area include the playground near the existing community center just north of the Petersville Road along the Parks Highway, the "swimming hole" located at Milepost 113, just west of the Parks Highway (floating dock and picnic tables have recently been installed), and the Landing. Other developed recreational opportunities occur at the school with occasional community access to the gym.

Planned recreation-related improvements in the area are driven by a combination of local recreational needs, and the much larger demand associated with visitors from outside the community. Trapper Creek, by virtue of its location just south of the Denali National Park and its attractive open public lands, is already a major destination for in-state snowmachine riders, and for out-of-state summer tourists. Future recreation improvements in the area, in addition to those outlined in this plan, include continued improvements to the trail system, a possible bike path and trail along the Petersville Road, and new or improved roadside pullouts along the Petersville Road. In addition, several projects are being planned in relationship to the new South Denali Visitor Center, located just north of the Trapper Creek community. One such project is a parking and landing area to move large volumes of package tour travelers on and off the river at Milepost 122. This facility will provide a connection point for train or motorcoach travelers moving between Talkeetna and the South Denali area.

General goals for the Trapper Creek Landing Park include:

While Trapper Creek is a small, outlying community, there is a significant demand for increased recreational and tourism activities and facilities. The Landing was identified in the draft Trapper Creek Comprehensive Plan as an area to be developed into a park that would be an asset to community residents and also an attraction to visitors. Specific goals for this area include:

- Provide a recreation area to meet community needs, including the boat launch and day use recreational uses, such as picnic areas.
- Develop interpretive information at the landing and in other forms to share stories about Trapper Creek's history.
- Develop facilities at the Landing that will attract pass-through visitors, encouraging these people to spend time and money in Trapper Creek.
- Focus development on day-use functions only (overnight camping will be allowed but not encouraged).
- Provide for trail connections (along the Petersville Road, and north-south along the river).
- Plan park facilities, and make arrangements with the Matanuska Susitna Borough, to ensure park maintenance and management requirements are modest, and can be met with available resources.

Summary of Site Constraints and Opportunities

Opportunities

- Riverfront location
- Easy road access
- Flat site – few if any topographic limitations
- Pleasant views (although not striking, e.g., no clear views of Denali; limited views of the main branch of the river and of Talkeetna)
- Fish and wildlife, e.g. bird watching opportunities

Constraints

- Road quality – needs more regular maintenance
- Potential for river to change course, changing water levels through the seasons

Planned Development Program at Trapper Creek Landing

- **Boat Launch** – Simple boat launch; use a set of concrete pads that can accept various water levels and be moved if river channels change. Construct associated parking, access road. See following pages for details.
- **Parking** – Use existing gravel parking pad (installed in 2002 by the Borough); add a new parking area associated with the boat launch.
- **Road Access** – East Petersville Road will continue to provide road access to the site. This unpaved road often has rough driving conditions, especially for the last mile. There is valid concern regarding the increased use of this road if the Landing were to be further developed. Pressure will need to placed on AKDOT and MSB to improve this road.

Day-use Facilities (facilities and notes on design and installation)

- **Bear-proof trash containers** – Containers will be small, MSB-maintained - don't install dumpster, people would misuse it.
- **Outhouse** – The simplest option is a temporary porta-potty that could be removed for the winter months. Cost is about $100/month and this would only be needed for summer months. Another more costly option is a permanent structure that would be pumped when full. This has advantages but is more costly and requires more permits.
- **Picnic tables** – Need to be durable, non-burnable, anchored.
- **Water well** – A hand pump similar to the one at Milepost 121.
- **Steel fire-pit stands**
- **Emergency phone** – There is currently a buried line that could be tapped into.

- **Interpretive Information** – Set of signs with information including maps, photos and stories of the area's past use. If possible, add several historic artifacts (e.g., an old tractor, old boat). See more details in following section.
- **Trails** – Improve the historic "Upper Landing" trail as a walking trail up the north to the tip of slough ("Wagon Wheel" site), salmon spawning area. Develop a short gravel trail with interpretive information – cultural and natural history. Develop the old logging trails into motorized, mixed-use trails that could eventually be connected to other trails in the area – north to mile 120 parking area, south to mouth of Trappers Creek (fishing area). (Prior to construction check details of routes and other issues with Bruce Paulsen at MSB and Randy Crosby chair of the local trail committee.)
- **Natural Areas** – Include land within boundaries of the Park as undeveloped natural areas, to provide habitat for birds other wildlife, as a visual buffer, and for dispersed recreation.

Possible Future Additions – Subsequent phases as funds become available

- **Camping** – Post area as day-use only. Do not publicize or promote camping. Overnight users tolerated if use remains small scale; if use grows and becomes problematic, active enforcement of no parking rules will be required.
- **View tower** – Construct viewing tower, approximately 20' high, with views over trees across Susitna River to Talkeetna, west to Peters Hills and Cache Creek mining district, and north to Denali and the Alaska Range. This is an ambitious idea

Site Development Plan – Boat Launch

Picking the best site for a boat launch requires understanding the changeable character of the Susitna River. The Big Susitna is a very dynamic river. Small changes (a log dropping in channel, a storm event) can unexpectedly alter the course of the river in significant ways. The ideal location for the boat launch is a place that has consistent access to water deep enough to launch a boat, and also is likely to remain stable for many years into the future.

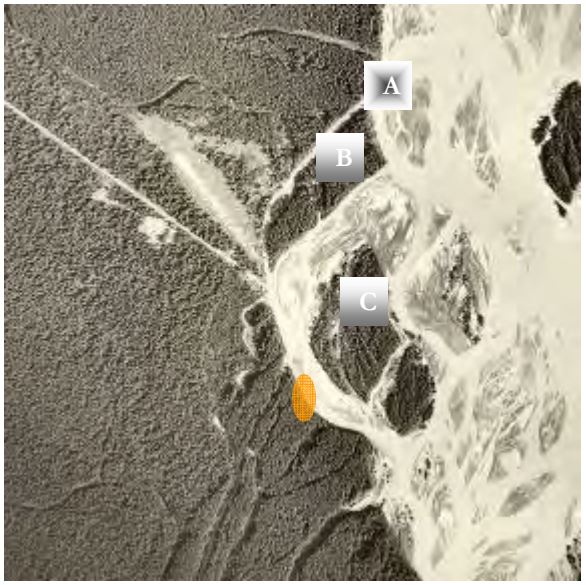
The strategy for locating and developing the boat launch is based on two assumptions:

- Look at the changes in the river over the last 50 years and consult with people who have extensive local knowledge to select sites that have the highest odds of remaining stable
- Accept that no one can truly predict the future path of the river and, therefore, design a boat launch facility that will work for different water levels and if need be, can be moved to a different location with relatively little expense.

The planned boat launch is shown on the maps and diagrams on the following pages. The selected site, just south of where the road meets the river, offers a stable location and access to a channel that carries water throughout the summer. The design accommodates rising waters and is relatively easy to move if the channel shifts locations.

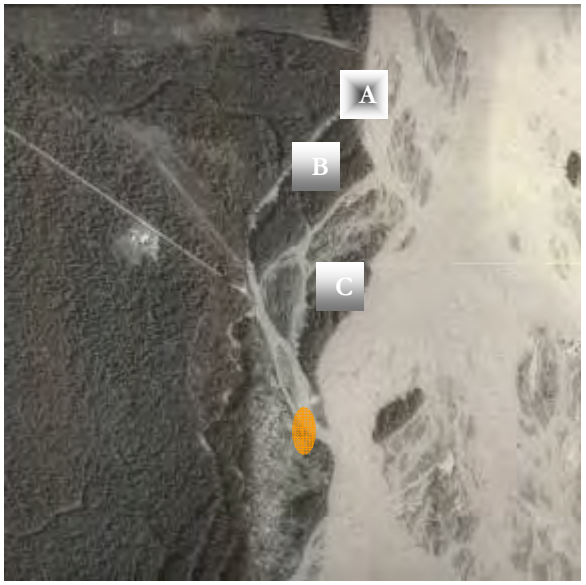
The photos on the following page show how the river has changed, and not changed, over the last 50 years, along with a description that highlights what has happened to the river during that time. As the photos show, there is a reliable secondary channel of the main river, arcing west of several islands, that has occupied the same space for the last forty years. While the shape of the island and the character of several sloughs has changed (generally becoming more established), the selected site has shown remarkable stability.

Aerial Photo, 1961

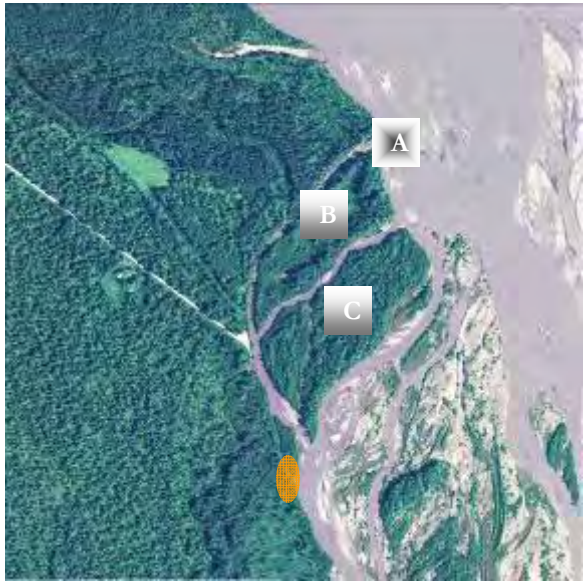


Aerial Photo, approx. 1978

Aerial Photo below, 1992



Aerial Photo below, 2004



The Changing River

The series of photos over a 40 year time horizon shows the stability of the bank along the Susitna River for the planned boat launch site. The planned site is indicated by the orange oval.

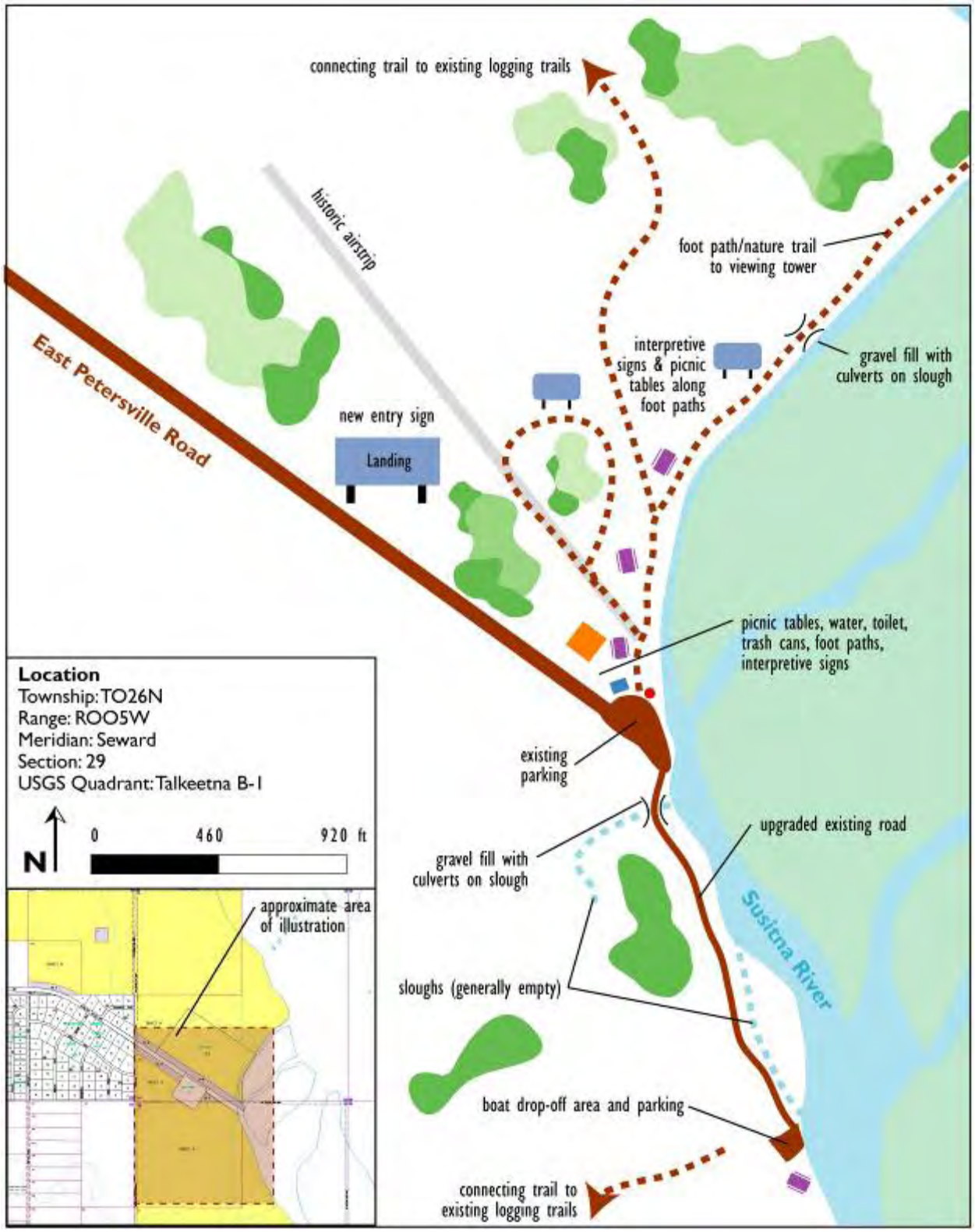
While it is obvious in the photos that much has changed with the river, there are several aspects that point to the stability of the launch site. A secondary channel (A) has held the same course through all the photos. The eventual development of the lower island (C) has also done much to define this section of the river. The island to the north (B) has maintained its structure through the over forty years of this sequence and the development of solid vegetation and a mix of trees on both islands have confirmed their integrity.

The increased stability is most clearly seen when compared to the shifting nature of the rest of the river in the photo. Each photo has its own mix of sand bars and small islands that in successive photos have changed or disappeared all together. Despite now missing the bottom corner of the mainland, just below the launch site, the rest of the area has held, and even developed, over time.

It is quite difficult to say where the course of the Susitna will flow in the future but the continual stability of the launch site has been forty years in the making.

Proposed Access Route

Site Development Plan (see details that follow for boat launch)



Project Construction Guidelines and Specifications (keyed to map on previous page)

1. North Connecting Trail – trail to be established by clearing vegetation along historic routes; trail width 6-8 feet; surface material is generally to be natural existing soil, with limited gravel added in specified low areas; simple pedestrian "bridges" over small stream channels using local whole logs with a simple, one-sided handrail. The specific route will be laid out and approved in the field. Cleared vegetation is to be removed off site or composted in a manner specified by TCS, Inc.

2a. North Riverside Trail – trail to be established by clearing vegetation along historic routes and where necessary pioneering new paths; trail width 6-8 feet; surface material is generally to be natural existing soil, with limited gravel added in specified low areas; simple "bridges" added using local whole logs with a simple, one-sided handrail. The specific route will be laid out and approved in the field. Cleared vegetation is to be removed off site or composted in a manner specified by TCS, Inc.

2b. North Riverside Trail Slough Crossing – provide a cable or wood foot bridge, 40' between arches with gravel approaches and pillars or boulders restricting vehicle traffic. An alternative would be a 4' x 40' culvert with an 8' surface and 3 to 1 back slopes, with vehicle restricting pillars, also with gravel approaches.

3. Trail-side Interpretive Signs and Picnic Tables – provide 4 interpretive signs each approximately 4'x1.5' on sturdy, durable frames. Specific contents to be developed working with the community and the Mat-Su Borough; contents should focus on a description of natural features and site history. Follow guidelines for construction, installation and contents for interpretive signs established by the State of Alaska, Department of Natural Resources, Division of Parks and Outdoor Recreation.

Picnic tables should be standard park size (table top approximately 3' by 6') developed using durable (non-burnable) materials, example below, Tables must be anchored so they cannot be removed.

4. Loop Trail - trail to be established by clearing vegetation along historic routes and where necessary pioneering new paths; trail width 6 feet; surface material to be packed gravel, approximately 6 inches in depth, placed on surface from which all vegetation (brush, grass, roots, etc.) have been removed. The specific route will be laid out and approved in the field. Cleared vegetation to be removed off site or composted in a manner specified by TCS, Inc.

5. Entry Sign – entry sign will be built of heavy wood members, firmly anchored to the ground. Approximate size of sign is 3' x 6', on timbers raising the sign at least 4 feet off the ground. Follow

design style of other Mat-Su Borough Park signs. Specific design to be submitted reviewed and approved by TCI and the Mat-Su Borough.

6. Parking Area Day Use facilities – a collection of day use facilities will be provided in the immediate vicinity of the parking lot. Specific facilities and requirements include:

- picnic tables (see specifications above)
- Trash cans – sturdy, wildlife-proof trash receptacles, anchored to minimize risks of vandalism (Talkeetna has developed standards for trash cans that should be reviewed prior to approving a specific design)
- Water pump – State Division of Parks has developed standards for pumps at day use and camping areas. An example is the pump at the Eklutna recreation site near Anchorage. The pump is located away from areas accessible by automobiles, and set in a solid concrete base
- Restrooms/outhouse – design to be determined once more is known about funding options
- Interpretive signs – (see specifications above; include a sign with a map of the Trapper Creek Landing facilities, and relationship to the Susitna River and Talkeetna)

7a. Access Road

8. Boat Drop-Off Area and parking (SEE DIAGRAM BELOW)

- ROAD – 1600' by 24' road surface with 3 to 1 back slopes, all organics removed, 2' thick gravel fill, compacted to 80%. Top 6" to be 2" minus
- PARKING PAD – 100' by 150' by 2' thick gravel with 80% compaction, graded to drain off entire pad. Top 6" to be 2" minus
- RAMP FLOOR – 16' by 75' by 1' removal of virgin material in slough floor, replace with 1 to 4" gravel compacted into place
- SLOUGH WALL, RIVER SIDE – stabilize with 4 to 6" bone rock at 2 to 1 slope for the length of ramp floor
- MATERIALS – road and pad to consist of 6" minus gravel, no organics are accepted; all gravel will have approx. 10% mineral soils for binder included. Use of onsite gravel is acceptable, if it meets the specifications listed above, and can be extracted as specified below.
- ONSITE GRAVEL – open pits to be stripped of all organics, no excavation to be closer than 8' to the bittern edge of the road or pad. Road, pad, side of pit to have at least .5 to 1' down slope. Pits to be used for organic disposal, with all organics crushed, mixed with dirt and slash (8' max.) and compacted, then a 3' thick cap of dirt placed on top, returning borrow pit to approx. original elevations and maintaining a drainable landscape. A pleasing look is an important end product.
- RIVER-side of slough to have no disturbance other than placement of 4-6" bone rock.
- SLOUGH-side of road to be the only side for gravel burrowing with a 10' undisturbed buffer left and no more than a 20' wide excavation.
- ALL – road washes and pits must drain away from and not pool water up against the road or pad.
- ALL – disturbed areas to be dressed down and seeded for vegetation regeneration
- 2' RIP-RAP – 20 yards to be placed upriver of the slough wall, on the bank of the present bench and river, to further secure this area
- CEMENT PADS – to be acquired, placed into the river (during low water as per the Corp of Engineers mandates, fastened together with ¾" cable) so as to be compatible with vehicle trailer boat launching and retrieval.

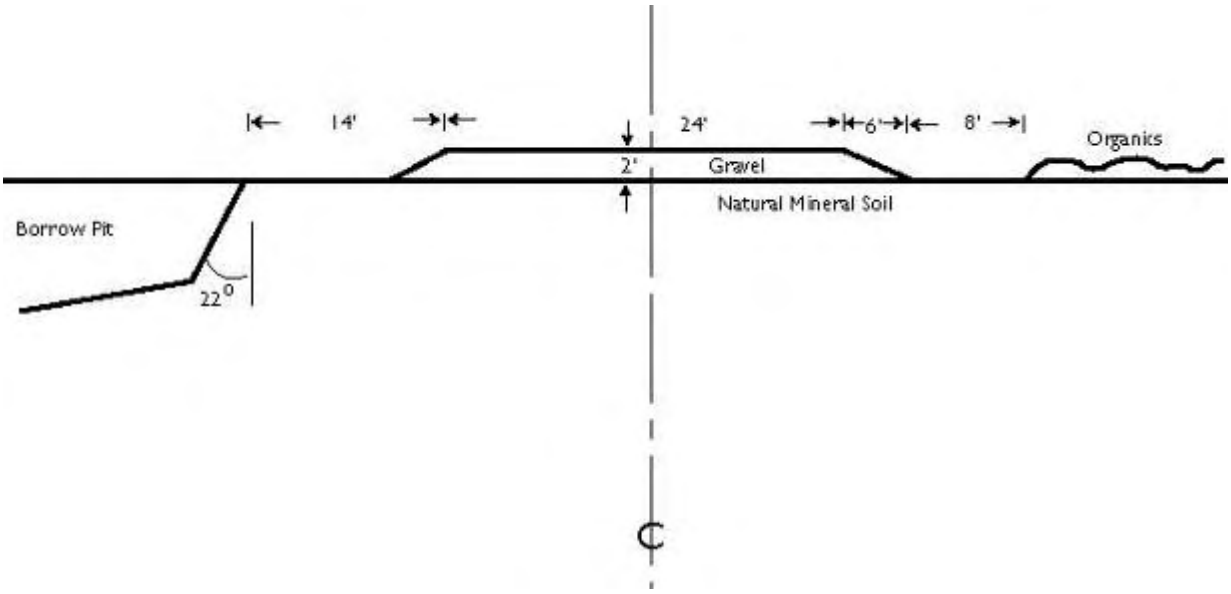
7b. Slough Crossing – the route of the road leading to the boat launch crosses a secondary slough, and at very high water blocks the route to the south. At this time it is presumed that no bridge or culvert is required to cross this slough. This area should have the basic gravel surface planned for the remainder of the road (which largely exists in the slough's natural state). During infrequent times of high water, boats can be launched from this site, rather than continuing to the primary launching area to the south.

9. South Connecting Trail – trail to be established by clearing vegetation along historic routes; trail width 6-8 feet; surface material is generally to be natural existing soil, with limited gravel added in specified low areas; simple "bridges" added using local whole logs with a simple, one-sided handrail. The specific route will be laid out and approved in the field. Cleared vegetation to be removed off site.

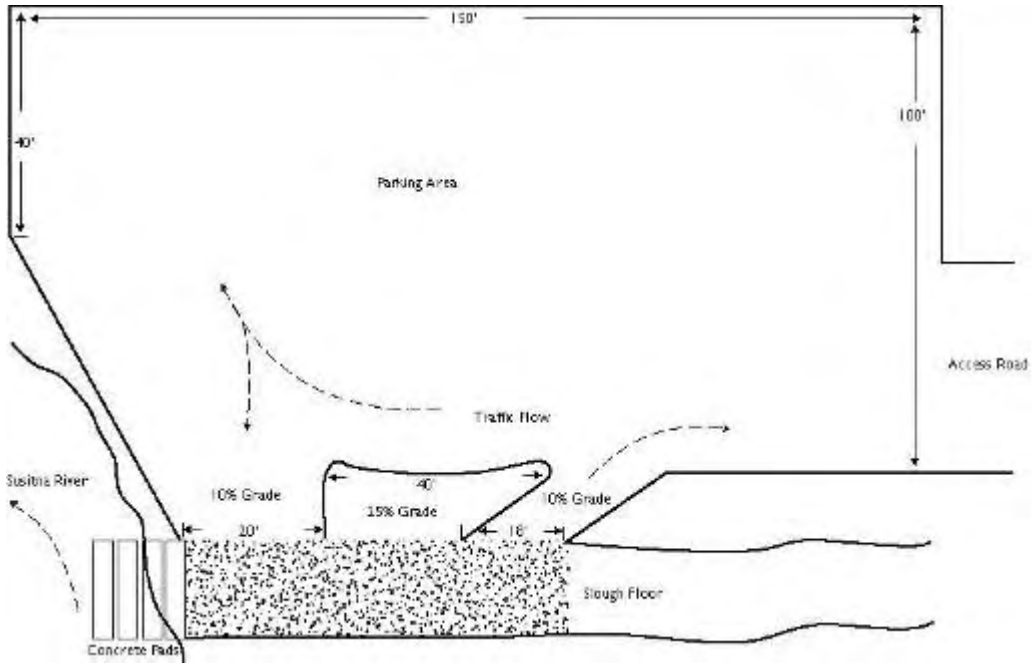
10. Viewing Tower – a future phase of improvements may include a viewing tower. Considerations in the design of this tower include: provide a view of the river and the Alaska Range; design the facility to minimize any potential for safety problems (e.g., do not include a roof; use creosoted pilings that discourage climbing, provide sturdy railings on stairs and at the viewing level). Locate the tower to minimize odds of vandalism – either in a highly visible and active location (the parking lot) or at least a 10 minute walk from the parking lot.

Road Detail on Access Road – This drawing is a cross-sectional detail of the road leading from the existing parking area to the proposed launch. Fill will be taken from the borrow pit on one side of the road to provide a stable base for the road surface, composed of 2' of gravel. The borrow pit will be replaced with project organics.

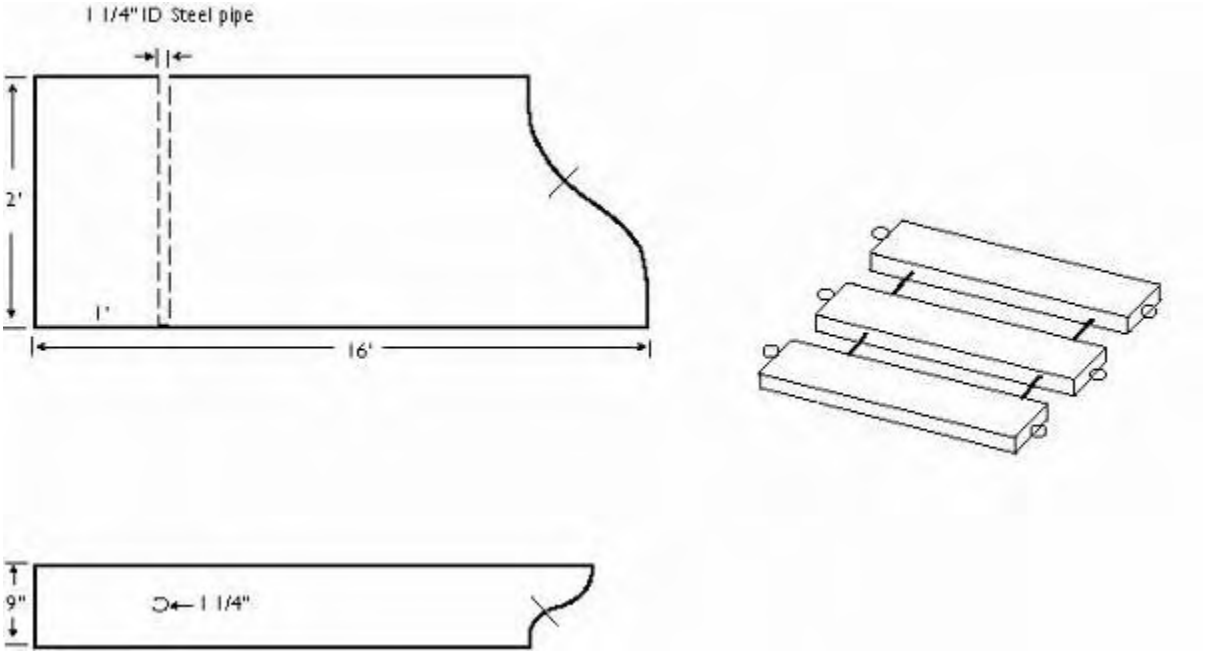
Elevation view.



Boat Launch Detail – This figure provides a detail of the Launch area. The area will provide parking and a launch area with the ability to enter and exit from different points, allowing smooth traffic flow. The middle section will have a steeper grade to encourage use of the two existing entry/exit points. Plan view.



Concrete Pad Detail – This figure provides a detail of the concrede pads used in the launch area.. The pads will be 16 ft. in length, 2 ft. in width, and 9 inches in height. The pads will be connected with steel cable and have rings attatched to the outside to aide in movement or removal. The figure presents a top view, side view, and a small illustration of a sequence of pads.



PERMITTING PROCESS

Background

The development of a boat launch site at the Trapper Creek Landing falls under several layers of permitting processes. In addition to land use permits from the State and Borough, the project also requires wetland, floodplain, and other environmental permits related to construction near the navigable waters of the Susitna River. The Matanuska-Susitna Borough, Department of Natural Resources (DNR), Environmental Protection Agency (EPA), and the US Army Corps of Engineers (COE) are all involved in the process. Cultural resources in the area are also important to gauge, so some documentation of archaeological or historic resources will be required.

Reasons for requiring the involvement of so many agencies and the array of permits are varied but generally are to ensure the safe, environmentally appropriate installation of a boat launch and related parking and access facilities planned for the site.

Initially, when a project of this scope is proposed, a pre-application meeting is conducted. This is a simple meeting between the applicant and representatives of the various permitting agencies. The proposal is reviewed by the agencies and the applicants are made aware of the various permits that they are applicable. The pre-application meeting took place on June 13, 2006. Results of the meeting are summarized below:

State

From the Department of Natural Resources (DNR)

- a land use permit from the Division of Mining, Land and Water (DMLW) to authorize the use of state land (including navigable river and stream channels),
- a Coastal Project Questionnaire and Certification from the Office of Project Management & Permitting (OPMP) to coordinate part of the permitting process
- a general waterway/waterbody application from the Office of Habitat Management and Permitting (OHMP) and a more specific Fish Habitat Permit Application from the same agency. OHMP is the division of the Department of Fish and Game that was shifted to the Department of Natural Resources in 2003.
- The State Historic Preservation Office (SHPO) will be required to submit a letter that notes the historic interests in the site, and giving the non-objection to the planned improvements.

From the Department of Environmental Conservation (DEC) – a permit will be required if the park includes development of permanent bathroom facilities

Mat-Su Borough

The Matanuska-Susitna Borough also has several permitting channels to navigate. An Application for Floodplain Development as the Landing site is adjacent to the river, and if restroom facilities are to be provided there would need to be permitting as well. Additionally, if there are to be any bridges in the future development of the site they would need a separate permit.

Army Core of Engineers

Two permitting tracks are possible with the US Army COE. There is a Nationwide Permit (No. 36) that is the simpler of the two options. To qualify the project must meet five pre-qualifications (seen at www.poa.usace.army.mil/reg/). For example, the discharge of the boat ramp can "not exceed 50 cubic yards of concrete, rock, crushed stone…"

If the project fails to meet these qualifications, the other path required by the Corp is a Jurisdictional Permit composed of two parts. The Clean Water Act requires clearance, under Section 404, for the disposal of dredged materials in the waters of the United States, and Section 10 of the Rivers and Harbors Act of 1899, requires clearance to build any structure in a body of water of the US, outside of established harbor lines.

There is an additional Corps permit that may be required for the widening of the access road.

Next Steps

While the permitting requirements appear daunting, particularly for such a modest project, the encouraging news is the permitting entities all stated the project should not have trouble getting the required approvals. Below is a process for obtaining necessary permits, with the goal of getting all approvals in time for summer '07 construction. Appendices present the draft permit applications.

MSB Land Use/Floodplain Permit

Action	*Timing*	*Responsibility*
Prepare Development Plan (this document) which is basis for other permits required	Sept '06	Agnew::Beck
Prepare draft permit Floodplain application	Aug '06	Agnew::Beck
Prepare draft permit Land Use application	Fall '06	MSB working with community
TCCS completes, submits permit	Fall '06	

DNR Land Use

Action	*Timing*	*Responsibility*
Prepare permit draft application	Aug '06	Agnew::Beck
Pass to TCCS for their review	Fall '06	
TCCS completes, submits	Fall '06	TCCS

DNR – Fish Habitat

Action	*Timing*	*Responsibility*
Prepare draft permit application	Aug '06	Agnew::Beck
TCCS completes, submits	Fall '06	TCCS

DNR – OHMP (bridge/culvert)

Action	*Timing*	*Responsibility*
Prepare/Submit permit application	Fall '06	TCCS

DNR – OPMP Coastal Projects

Action	*Timing*	*Responsibility*
Prepare permit draft application	Jul '06	Agnew::Beck
TCCS completes, submits	Fall '06	TCCS
OPMP review – approx. 6 months		

Army COE

Action	*Timing*	*Responsibility*
Prepare/Submit permit application	Fall '06	TCCS
Required 50 day review period	Fall '06	TCCS
Pre-Construction Notification	Jan '07	TCCS

DEC – Permanent Restroom

Action	*Timing*	*Responsibility*
Prepare permit application	Fall '06	TCCS
TCCS submits	Fall '06	TCCS

INTERPRETIVE INFORMATION

Introduction

Because the Trapper Creek Landing and Petersville Road (and the region as a whole) have such a rich and interesting history, interpretive information has been a key part of this planning project. Currently, visitors can learn about the area's history by visiting the local museum, visiting with long-time residents (many of the early settlers still live in the area), or if a guest of the Mt. McKinley Princess Wilderness Lodge, by taking a Trapper Creek homestead tour. Several books are available as well, the most relevant to this project is "A River Between Us: the Upper Susitna River Valley of Alaska, a Historical Story Collection" by long-time resident Ken Marsh, also the curator of the Trapper Creek Museum. As for historical information online, the Trapper Creek Community Service's website has a comprehensive historical page (in addition to information on local businesses, lodging, events, weather, etc.) and State of Alaska Department of Community, Commerce and Economic Development's community profiles website has a brief overview of the history and culture. Finally, a number of books have been written about the development and history of Talkeetna, and include stories of the Trapper Creek area and the Cache Creek mining district. See the list of references at the end of this plan for bibliography information and website addresses.

The effort to improve interpretive information is driven be several goals. One is to create more interest in the area for travelers, so people are more likely to spend time and money in the community. Another is to help local residents, particularly youth, better understand the heritage of their home and people who helped found the modern community, many of whom still live in the area.

Recommendations for presenting interpretive information are outlined below. The brochure has been developed as part of this project (see appendix). The information kiosk will be developed by the National Park Service, working with the community. Other ideas are offered for future consideration.

Brochure

As part of this project a simple informational brochure has been prepared. After speaking and meeting with locals (both long- and short-term residents), researching the area's history and visiting the community, brochure content was narrowed to the topics of Native, mining, homesteading and the Petersville Road history, and present day attractions. Historical information is a mix of text and images; present day attractions are displayed on a map and include the Landing, Sandhill Crane reserve, "crossroads," museum, rivers named after the distance from Talkeetna, Kroto Creek, Peters Creek, Petersville, Cache Creek, etc.

The final version of this brochure is presented in Appendix A.

Signs

Residents have expressed interest in interpretive signs, particularly at the Landing itself. If placed next to picnic tables, the boat launch or along "nature" trails, this would help attract visitors and educate them about the area.

Other key locations for signs would be along the Petersville Road, as called for in the Petersville Road Management Plan.

DVD and First Person Oral History Recordings

Another way to share stories about the history and attractions of the region would be to develop a "Petersville Road DVD" to be played while driving the road. The DVD could narrate where old cabins, homesteads and caches are located along the road and tell brief stories of each. It could educate drivers about the creeks (and lakes) and how they got their names and the species of fish which can be found in each, etc. The possibilities are endless – narration on Denali, birds, wildlife and vegetation could also be included. Ideally the DVD would be keyed to specific physical markers or landmarks.

Another strategy would be to record and distribute stories of long-time residents (and non-residents) from both the mining and homesteading era. This could either be done as part of this DVD project, or a separate effort.

Educational Programs & Events

Like the Trapper Creek Homestead Tour sponsored by the Mt. McKinley Princess Wilderness Lodge, the community or local businesses could offer a similar type of tour for non-Princess guests. This might be easier once the Landing is improved, and can offer a focal point for learning about the area's history. Another option would be to organize a special event or festival in the area, such as "mining days festival" that would include interactive activities and educate participants about the area's history. One option to make such an event more interesting would be to partner with Talkeetna, perhaps through a "multi-modal" experience including a run or bike ride down the Petersville Road, leading to the landing, and then a boat trip across the Susitna River.

A related approach would be to work with the local Community Enrichment program to develop local history programs for students.

Visitor Kiosk

Aware that most visitors pass through Trapper Creek on their way to Denali or Fairbanks, the National Park Service is striving to get travelers to stop, learn about the area's history and spend more time in the community. One strategy to achieve this goal is the construction of an interpretive kiosk at the intersection of the Parks Highway and Petersville Road – a strategic location since this area is considered Trapper Creek's town center or the "crossroads." While the design of the kiosk has not been finalized, NPS is planning to display interpretive information and direct visitors to local businesses, parks and playgrounds. The National Park Service is coordinating this project with the interpretive work occurring through this plan.

In addition to the kiosk, other interpretive (and economic development) strategies could include a brochure (that can be distributed from local businesses and the NPS kiosk), signs (at the Landing and along the Petersville Road), a DVD, voice recordings of long-time residents and interactive educational programs.

RECREATION DEVELOPMENT & MANAGEMENT

Strategies need to be developed setting out clear, realistic assignments of responsibility so the Landing gets built, and once it is constructed, is well managed. This will be done through a partnership between the community of Trapper Creek and the Matanuska Susitna Borough. The general framework for addressing these issues is presented below. Details will be fleshed out after the development program is finalized and the plan is approved by the Community Council.

Construction

- Construction costs are not yet determined. Once the community reviews and approves the development concepts outlined in this document, construction costs will be estimated. In very rough terms, construction costs are expected to be between $100,000 and $250,000.
- Possible funding sources to develop the boat launch and other improvements include the following sources:
  - Matanuska-Susitna Borough Bed Tax
  - Legislative appropriation (with assistance of the MSB and State Department of Fish and Game)
  - Economic Development Administration
  - Borough Capital Improvements Program
  - Parks, Recreation and Trails Bond
  - Grants from private foundations (US Fish and Wildlife Service Foundation, Department of Commerce and Economic Development, Denali Commission)

Operations and Maintenance

- Overall Strategy – MSB will take overall responsibility but locals will have to partner with the borough. The borough has a staff person in Talkeetna 10 months of the year, but that person is stretched thin, and can't be at the park 24/7. Consequently, the community needs to "adopt the park." This means the community needs to regularly use the facility, and encourage, by their presence, responsible behavior. Community volunteers need to have a role in picking up trash, and perhaps organize an annual clean up day.
- Design and location of park improvements – the initial design and location of trash cans, porta-potties, etc. needs to reflect the need to minimize maintenance costs, and to minimize potential for vandalism. For example, the porta-potties need to be set well back from the river (rather than being located at the boat launch) so they will not be affected by flooding.
- Insurance costs - covered by the Matanuska Susitna Borough
- Empty trash cans - covered by MSB
- Porta-potty costs - covered by MSB
- Ongoing repair and replacement (e.g., fix a broken picnic table) - covered by MSB
- Clean up, litter and trash - TCCS
- Improve road maintenance – MSB and Trapper Creek Community (Community Council, TTCS, lobby State of AK to get more regular maintenance)

Phased Development

The site development is intended to take place in two phases, pending funding opportunities. Phase 1 will included basic trail development, boat launch and upgraded road to launch, picnic areas, water and restroom facilities, and basic signage. Phase 2 will include further development of the trail system, viewing tower, and expanded interpretive/historical elements.

REFERENCES

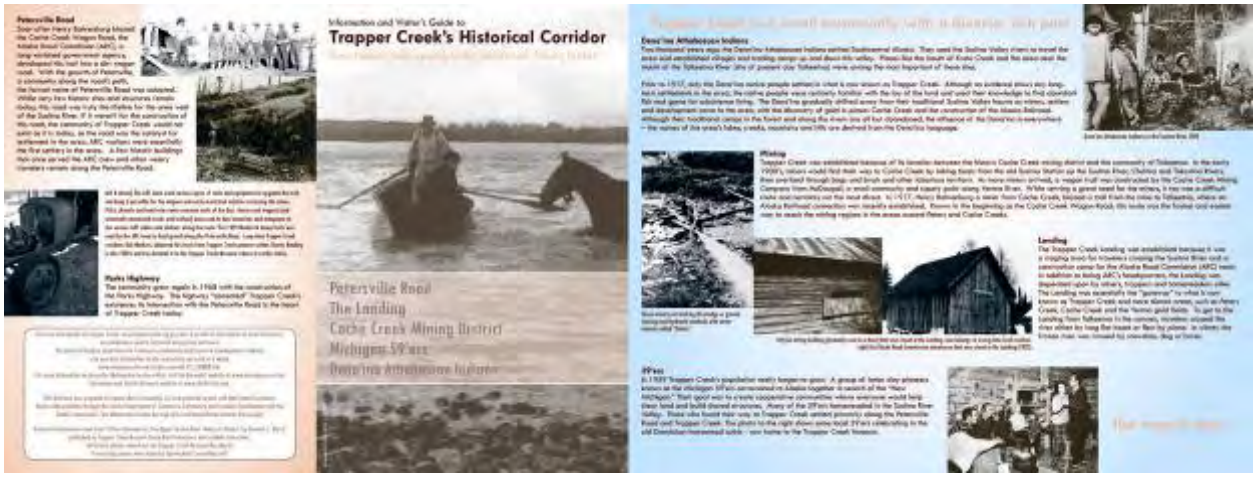
A River Between Us: The Upper Susitna River Valley of Alaska, A Historical Story Collection, Kenneth L. Marsh, Published by Trapper Creek Museum Sluice Box Productions, 2002

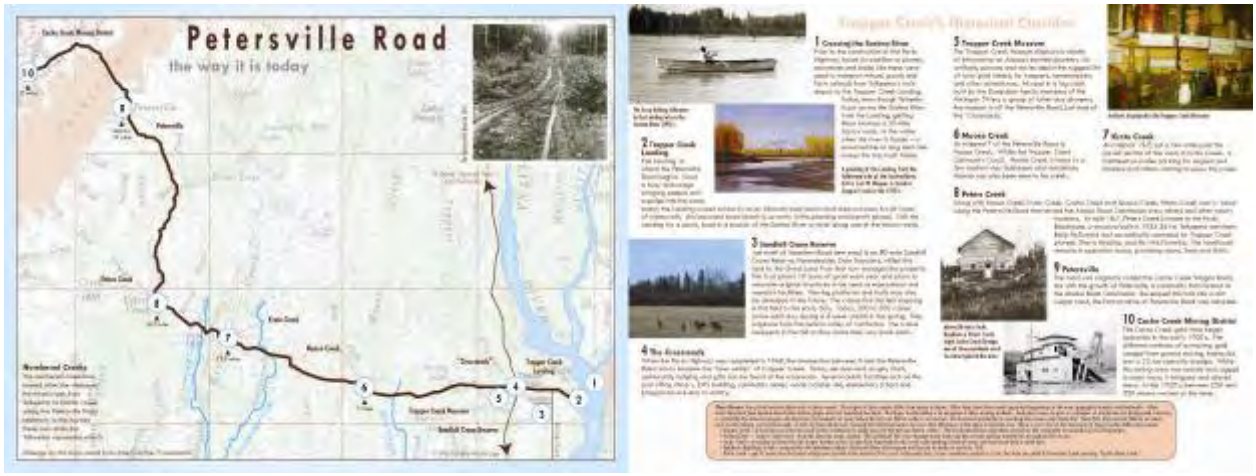
State of Alaska Department of Community, Commerce and Economic Development's online community profiles, http://www.commerce.state.ak.us/dca/commdb/CF_COMDB.htm

Trapper Creek Community Services Inc., www.trappercreek.org

Trapper Creek Museum, www.trappercreekmuseum.com

APPENDIX – HISTORIC INFORMATION BROCHURE





APPENDIX – DRAFT PERMITS

The following pages include initial drafts of the permit applications listed below:

Coastal Project Questionnaire

DNR Land Use Permit

DNR Fish Habitat

MSB Floodplain Permit

Coastal Project Questionnaire and Certification Statement

All questions must be answered. **If you answer "Yes" to any of the questions, please call that specific department for further instructions to avoid delay in processing your application**. Maps and plan drawings must be included with your packet.

An incomplete packet will be returned.

■ APPLICANT INFORMATION

1. Trapper Creek Community Services – John Moore	2.
Name of Applicant	Agent (or responsible party if other than applicant)
P.O. Box 13049	
Address	Address
Trapper Creek, AK 99683	
City/State/Zip	City/State/Zip State Zip Code
(907) 733-1755	
Daytime Phone	Daytime Phone
n/a johnm@pobox.mtaonline.net	
Fax Number E-mail Address	Fax Number E-mail Address

■ PROJECT INFORMATION

	Yes	No
1. This activity is a: ☒ new project ☐ modification or addition to an existing project If this is a modification, do you currently have any State, federal or local approvals for this activity?	☐	☒

Note: Approval means any form of authorization. If "yes," please list below:

Approval Type		Approval #		Issuance Date		Expiration Date

2. If this is a modification, was this project reviewed for consistency with Alaska Coastal Management?	☐	☐

Previous State I.D. Number: AK _____

Previous Project Name _____

■ PROJECT DESCRIPTION

1. Provide a brief description of your entire project and ALL associated facilities and land use conversions.

Small boat launch and day use site on 50 acres of MSB parkland at the Susitna River at the historical Trapper Creek landing site (at the east terminus o f East Petersville Road). Project elements within the CMZ include: removable ramp of concrete slabs extending into shallow water; gravel turnaround for vehicles with boat trailers; gravel parking, upgrades to approx. 100 yards of former logging road to access launch site. Other elements that

could be placed within the CMZ are: boulders or bollards to serve as vehicle barriers; porta-potty (seasonal); picnic tables; bearproof trash cans; trailhead signs; interpretive signs or displays.

Proposed starting date for project: August 2006 Proposed ending date for project: September 2007

2. Attach the following: • a detailed project description, all associated facilities, and land use conversions, etc. (Be specific, including access roads, caretaker facilities, waste disposal sites, etc.); • a project timeline for completion of all major activities; • a site plan depicting project boundary with all proposed actions; • other supporting documentation to facilitate project review. Note: If the project is a modification, identify existing facilities and proposed changes on the site plan.

■ PROJECT LOCATION

1. Attach a copy of the topographical and vicinity map clearly indicating the location of the project. Please include a map title and scale.

2. The project is located in which region (see attached map): ☐ Northern ☒ Southcentral ☐ Southeast ☐ Southwest ☐ within or associated with the Trans-Alaska Pipeline corridor

3. Location of project (Include the name of the nearest land feature or body of water.)Susitna River

   Township 026N Range 005W Section 29 Meridian Seward Latitude/Longitude 62.316670° N / -150.23139° W

   USGS Quad Map Talkeetna B-1

4. Is the project located in a coastal district? Yes ☒ No ☐ If yes, identify: Mat-Su Borough
   (Coastal districts are a municipality or borough, home rule or first class city, second class with planning, or coastal resource service area.) Note: A coastal district is a participant in the State's consistency review process. It is possible for the State review to be adjusted to accommodate a local permitting public hearing. Early interaction with the district is important; ***please contact the district representative listed on the attached contact list.***

5. Identify the communities closest to your project location: Trapper Creek

6. The project is on: ☐ State land or water* ☐ Federal land ☐ Private land ☒ Municipal land ☐ Mental Health Trust land
   **State land can be uplands, tidelands, or submerged lands to 3 miles offshore. See Question #1 in DNR section.*
   Contact the applicable landowner(s) to obtain necessary authorizations.

■ DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) APPROVALS

	Yes	No
1. Will a discharge of wastewater from industrial or commercial operations occur?	☐	☒
Will the discharge be connected to an approved sewer system?	☐	☒
Will the project include a stormwater collection/discharge system?	☐	☒
2. Do you intend to construct, install, modify, or use any part of a wastewater (sewage or greywater) disposal system?	☐	☐
a) If the answer is yes, will the discharge be 500 gallons per day or greater?	☐	☐
b) If constructing a domestic wastewater treatment or disposal system, will the system be located within fill material requiring a COE permit?	☐	☐

If you answered yes to a) or b), answer the following:

1) What is the distance from the bottom of the system to the top of the subsurface water table? _____
2) How far is any part of the wastewater disposal system from the nearest surface water? _____
3) Is the surrounding area inundated with water at any time of the year? ..... ☐ ☐
4) How big is the fill area to be used for the absorption system? _____

(Questions 1 & 2 will be used by DEC to determine whether separation distances are being met; Questions 3 & 4 relate to the required size of the fill if wetlands are involved.)

		Yes	**No**
3.	Will your project require a mixing zone? ..... *(If your wastewater discharge will exceed Alaska water quality standards, you may apply for a mixing zone. If so, please contact DEC to discuss information required under 18 AAC 70.032.)*	☐	☒
4.	a) Will your project result in construction, operation, or closure of a facility for solid waste disposal? ..... *(Note: Solid waste means drilling wastes, household garbage, refuse, sludge, construction or demolition wastes, industrial solid waste, asbestos, and other discarded, abandoned, or unwanted solid or semi-solid material, whether or not subject to decomposition, originating from any source. Disposal means placement of solid waste on land.)*	☐	☐
	b) Will your project result in treatment of solid waste at the site? ..... *(Examples of treatment methods include, but are not limited to: incineration, open burning, baling, and composting.)*	☐	☐
	c) Will your project result in storage or transfer of solid waste at the site?	☐	☐
	d) Will the project result in storage of more than 50 tons of materials for reuse, recycling, or resource recovery?	☐	☐
	e) Will any sewage solids or biosolids be disposed of or land-applied to the site? ..... *(Sewage solids include wastes that have been removed from a wastewater treatment plant system, such as a septic tank, lagoon dredge, or wastewater treatment sludge that contain no free liquids. Biosolids are the solid, semi-solid, or liquid residues produced during the treatment of domestic septage in a treatment works which are land applied for beneficial use.)*	☐	☐
5.	Will your project require application of oil, pesticides, and/or any other broadcast chemicals?	☐	☒
6.	a) Will you have a facility with industrial processes that are designed to process no less than *five tons per hour* and needs air pollution controls to comply with State emission standards?	☐	☒
	b) Will you have stationary or transportable fuel burning equipment, including flares, with a total fuel consumption capacity no less than 50 million Btu/hour?	☐	☒
	c) Will you have a facility with incinerators having a total charging capacity of no less than 1,000 pounds per hour?	☐	☒
	d) Will you have a facility with equipment or processes that are subject to Federal New Source Performance Standards or National Emission Standards for hazardous air pollutants?	☐	☒
	i) Will you propose exhaust stack injection?	☐	☒
	e) Will you have a facility with the potential to emit no less than 100 tons per year of any regulated air contaminant?	☐	☒
	f) Will you have a facility with the potential to emit no less than 10 tons per year of any hazardous air contaminant or 25 tons per year of all hazardous air contaminants?	☐	☒
	g) Will you construct or add stationary or transportable fuel burning equipment of no less than 10 million Btu/hour in the City of Unalaska or the City of St. Paul?	☐	☒
	h) Will you construct or modify in the Port of Anchorage a volatile liquid storage tank with a volume no less than 9,000 barrels, or a volatile liquid loading rack with a design throughput no less than 15 million gallons?	☐	☒
	i) Will you be requesting operational or physical limits designed to reduce emissions from an existing facility in an air quality nonattainment area to offset an emission increase from another new of modified facility?	☐	☒

7. Do you plan to develop, construct, install, or alter a public water system? ..... ☐ ☐

8. a) Will your project involve the operation of waterborne tank vessels or oil barges that carry crude or non-crude oil as bulk cargo, or the transfer of oil or other petroleum products to or from such a vessel or a pipeline system? ..... ☐ ☒

   b) Will your project require or include onshore or offshore oil facilities with an effective aggregate storage capacity of greater than 5,000 barrels of crude oil or greater than 10,000 barrels of non-crude oil? ..... ☐ ☒

Yes **No**

   c) Will you operate facilities on land or water for exploration or production of hydrocarbons? ..... ☐ ☒

If you answered "No" to ALL questions in this section, continue to next section.
If you answered "Yes" to ANY of these questions, contact the DEC office nearest you for information and application forms. Please be advised that all new DEC permits and approvals require a 30-day public notice period. DEC Pesticide permits take effect no sooner than 40 days after the permit is issued.

Based on your discussion with DEC, please complete the following:

Types of project approvals or permits needed and name of individual you contacted.	Date application submitted

9. Does your project qualify for a general permit for wastewater or solid waste? ..... ☐ ☐
   Note: A general permit is an approval issued by DEC for certain types of routine activities.

If you answered "Yes" to any questions in this section and are not applying for DEC permits, indicate reason:

☐ **_____ (DEC contact) told me on _____ that no DEC approvals are required on this project because**

_____

☐ **Other: _____**

■ DEPARTMENT OF FISH AND GAME (DFG) APPROVALS

Yes **No**

1. Is your project located in a designated State Game Refuge, Critical Habitat Area or State Game Sanctuary? ..... ☐ ☒

2. Does your project include construction/operation of a salmon hatchery? ..... ☐ ☒

3. Does your project affect, or is it related to, a previously permitted salmon hatchery? ..... ☐ ☒

4. Does your project include construction of an aquatic farm? ..... ☐ ☒

If you answered "No" to ALL questions in this section, continue to next section.
If you answered "Yes" to ANY questions under 1-4, contact the ADF&G Commercial Fisheries Division headquarters for information and application forms

Based on your discussion with ADF&G, please complete the following:

Types of project approvals or permits needed.	Date application submitted

If you answered "YES" to any questions in this section and are not applying for ADF&G permits, indicate reason:

☐ _____ **(ADF&G contact) told me on** _____ **that no ADF&G approvals are required on this project because** _____

☐ **Other:** _____

■ DEPARTMENT OF NATURAL RESOURCES (DNR) APPROVALS

	Yes	No
1. Is the proposed project on State-owned land or water or will you need to cross State-owned land for access? ("Access" includes temporary access for construction purposes. *Note: In addition to State-owned uplands, the State owns almost all land below the ordinary high water line of navigable streams, rivers and lakes, and below the mean high tide line seaward for three miles.)*	☒	☐
a) Is this project for a commercial activity?	☐	☐
2. Is the project on Alaska Mental Health Trust land (AMHT) or will you need to cross AMHT land? *Note: Alaska Mental Health Trust land is not considered State land for the purpose of ACMP reviews.*	☐	☒
3. Do you plan to dredge or otherwise excavate/remove materials on State-owned land?	☐	☐
Location of dredging site if different than the project site: _____		
Township _____ Range _____ Section _____ Meridian _____ USGS Quad Map _____		
4. Do you plan to place fill or dredged material on State-owned land?	☐	☐
Location of fill disposal site if other than the project site: _____		
Township _____ Range _____ Section _____ Meridian _____ USGS Quad Map _____		
Source is on: ☐ State Land ☐ Federal Land ☐ Private Land ☐ Municipal Land		
5. Do you plan to use any of the following State-owned resources:	☐	☐
☐ ***Timber***: Will you harvest timber? Amount: _____		
☐ ***Materials such as rock, sand or gravel, peat, soil, overburden, etc.:***		
Which material? _____ Amount: _____		
Location of source: ☐ Project site ☐ Other, describe: _____		
Township _____ Range _____ Section _____ Meridian _____ USGS Quad Map _____		
6. Do you plan to divert, impound, withdraw, or use any fresh water, except from an existing public water system or roof rain catchment system (regardless of land ownership)?	☐	☐
Amount (maximum daily, not average, in gallons per day): _____		
Source: _____ Intended Use: _____		
If yes, will your project affect the availability of water to anyone holding water rights to that water?	☐	☐
7. Do you plan to build or alter a dam (regardless of land ownership)?	☐	☒
8. Do you plan to drill a geothermal well (regardless of land ownership)?	☐	☒
9. At any one site (regardless of land ownership), do you plan any of the following?	☐	☒

☐ Mine five or more acres over a year's time
☐ Mine 50,000 cubic yards or more of materials (rock, sand or gravel, soil, peat, overburden, etc.) over a year's time
☐ Have a cumulative unreclaimed mined area of five or more acres

If yes to any of the above, contact DNR about a reclamation plan.

	Yes	No
If you plan to mine less than the acreage/amount stated above and have a cumulative unreclaimed mined area of less than five acres, do you intend to file a voluntary reclamation plan for approval?	☐	☒
10. Do you plan to explore for or extract coal?	☐	☒
11. a) Will you explore for or produce oil and/or gas?	☐	☒
b) Will you conduct surface use activities on an oil and/or gas lease or within an oil and/or gas unit?	☐	☒
12. Will you investigate, remove, or impact historical or archaeological or paleontological resources (anything over 50 years old) on State-owned land?	☐	☒
13. Is the proposed project located within a known geophysical hazard area?	☐	☒
14. Is the proposed project located in a unit of the Alaska State Park System?	☐	☒
15. Will you work in, remove water or material from, or place anything in, a stream, river or lake? (This includes work or activities below the ordinary high water mark or on ice, in the active flood plain, on islands, in or on the face of the banks, or, for streams entering or flowing through tidelands, above the level of mean lower low tide.) *Note: If the proposed project is located within a special flood hazard area, a floodplain development permit may be required. Contact the affected city or borough planning department for additional information and a floodplain determination.)*	☒	☐
16. Will you do any of the following:	☐	☐

Note: 6 AAC 80.900(9) defines geophysical hazard areas as "those areas which present a threat to life or property from geophysical or geological hazards, including flooding, tsunami run-up, storm surge run-up, landslides, snowslides, faults, ice hazards, erosion, and littoral beach process." "known geophysical hazard area" means any area identified in a report or map published by a federal, state, or local agency, or by a geological or engineering consulting firm, or generally known by local knowledge, as having known or potential hazards from geologic, seismic, or hydrologic processes.

Name of waterbody: Susitna River

Please indicate below:

☐ Build a dam, river training structure, other instream impoundment, or weir
☐ Use water
☐ Pump water into or out of stream or lake (including dry channels)
☐ Divert or alter a natural stream channel
☐ Change water flow or the stream channel
☒ Introduce silt, gravel, rock, petroleum products, debris, brush, trees, chemicals, or other organic/inorganic material, including waste of any type, into water
☒ Alter, stabilize or restore banks of a river, stream or lake (provide number of linear feet affected along the bank(s)
☐ Mine, dig in, or remove material, including woody debris, from beds or banks of a waterbody
☐ Use explosives in or near a waterbody
☐ Build a bridge (including an ice bridge)
☐ Use a stream, lake or waterbody as a road (even when frozen), or cross a stream with tracked or wheeled vehicles, log-dragging or excavation equipment (backhoes, bulldozers, etc.)
☐ Install a culvert or other drainage structure
☐ Construct, place, excavate, dispose or remove any material below the ordinary high water of a waterbody
☐ Construct a storm water discharge or drain into a waterbody

☐ Place pilings or anchors
☐ Construct a dock
☐ Construct a utility line crossing
☐ Maintain or repair an existing structure
☐ Use an instream in-water structure not mentioned here

If you answered "No" to ALL questions in this section, continue to next section.
If you answered "Yes" to ANY questions under 1-16, contact the Area DNR, office for information and application forms.

Based on your discussion with DNR, please complete the following:

Types of project approvals or permits needed.	Date application submitted
DNR Land Use Application	
DNR Fish Habitat Permit Application	

If you answered "Yes" to any questions in this section and are not applying for DNR permits, indicate reason:

☐ **_____ (DNR contact) told me on _____ that no DNR approvals are required on this project because**

_____

■ FEDERAL APPROVALS

	Yes	No
U.S. Army Corps of Engineers (COE)		
1. Will you dredge or place structures or fills in any of the following: tidal (ocean) waters? streams? lakes? wetlands*?	☒	☐
If yes, have you applied for a COE permit?	☐	☐

Date of submittal: _____

Name of COE contact: _____

(Note: Your application for this activity to the COE also serves as application for DEC Water Quality Certification.)

**If you are not certain whether your proposed project is in a wetlands (wetlands include muskegs), contact the COE, Regulatory Branch at 907-753-2712 for a wetlands determination (outside the Anchorage area call toll free 1-800-478-2712)*

Bureau of Land Management (BLM)		
2. Is the proposed project located on BLM land, or will you need to cross BLM land for access?	☐	☒
If yes, have you applied for a BLM permit or approval?	☐	☐

Date of submittal: _____

Name of BLM contact: _____

U.S. Coast Guard (USCG)		
3. a) Do you plan to construct a bridge or causeway over tidal (ocean) waters, or navigable rivers, streams or lakes?	☐	☒
b) Does your project involve building an access to an island?	☐	☒
c) Do you plan to site, construct, or operate a deepwater port?	☐	☒
If yes, have you applied for a USCG permit?	☐	☐

Date of submittal: _____

Name of USCG contact: _____

U.S. Environmental Protection Agency (EPA)

4. a) Will the proposed project have a discharge to any waters? ..... ☐ ☒
   b) Will you dispose of sewage sludge (contact EPA at 206-553-1941)? ..... ☐ ☒
   If you answered yes to a) or b), have you applied for an EPA National Pollution Discharge Elimination System (NPDES) permit? ..... ☐ ☐

   Date of submittal: _____

   Name of EPA contact: _____
   (Note: For information regarding the need for an NPDES permit, contact EPA at 1-800-424-4372)
   c) Will construction of your project expose more than one acre of soil? *(This applies to the total amount of land disturbed, even if disturbance is distributed over more than one season, and also applies to areas that are part of a larger common plan of development or sale.)* ..... **Yes** ☐ **No** ☒
   d) Is your project an industrial facility that will have stormwater discharge directly related to manufacturing, processing, or raw materials storage areas at an industrial plant? ..... ☐ ☒
   If you answered yes to c) or d), your project may require an NPDES Stormwater permit. Contact EPA at 206-553-8399.

Federal Aviation Administration (FAA)

5. a) Is your project located within five miles of any public airport? ..... ☐ ☒
   b) Will you have a waste discharge that is likely to decay within 5,000 feet of any public airport? ..... ☐ ☒
   If yes, please contact the Airports Division of the FAA at 907-271-5438.

Federal Energy Regulatory Commission (FERC)

6. a) Does the project include any of the following:
      1) a non-federal hydroelectric project on any navigable body of water ..... ☐ ☒
      2) a location on federal land (including transmission lines) ..... ☐ ☒
      3) utilization of surplus water from any federal government dam ..... ☐ ☒
   b) Does the project include construction and operation, or abandonment of natural gas pipeline facilities under sections (b) and (c) of the Federal Power Act (FPA)? ..... ☐ ☒

   c) Does the project include construction for physical interconnection of electric transmission facilities under section 202 (b) of the FPA? ..... ☐ ☒
   If you answered yes to any questions under number 6, did you apply for a permit from FERC? ..... ☐ ☐

   Date of submittal: _____

   Name of FERC contact: _____
   (*Note: For information, Div. Hydropower-Environment and Engineering contact: Vince Yearek 202-502-6174 or Mike Henry 503-944-6762, 202-502 8700; (for Natural Gas Projects) Division of Pipeline Certificate 202-502-8625; for Alaska projects contact Richard Foley – 202-502-8955)*

U.S. Forest Service (USFS)

7. a) Does the proposed project involve construction on USFS land? ..... ☐ ☒
   b) Does the proposed project involve the crossing of USFS land with a water line? ..... ☐ ☒
   If the answer to either question is yes, did you apply for a USFS permit or approval? ..... ☐ ☐

   Date of submittal: _____

   Name of USFS contact: _____

8. Have you applied for any other federal permits or authorizations? ..... ☐ ☐

AGENCY	APPROVAL TYPE	DATE SUBMITTED

Please be advised that the CPQ identifies permits subject to a consistency review. You may need additional permits from other agencies or the affected city and/or borough government to proceed with your activity.

Certification Statement

The information contained herein is true and complete to the best of my knowledge. I certify that the proposed activity complies with, and will be conducted in a manner consistent with, the Alaska Coastal Management Program.

_____ _____

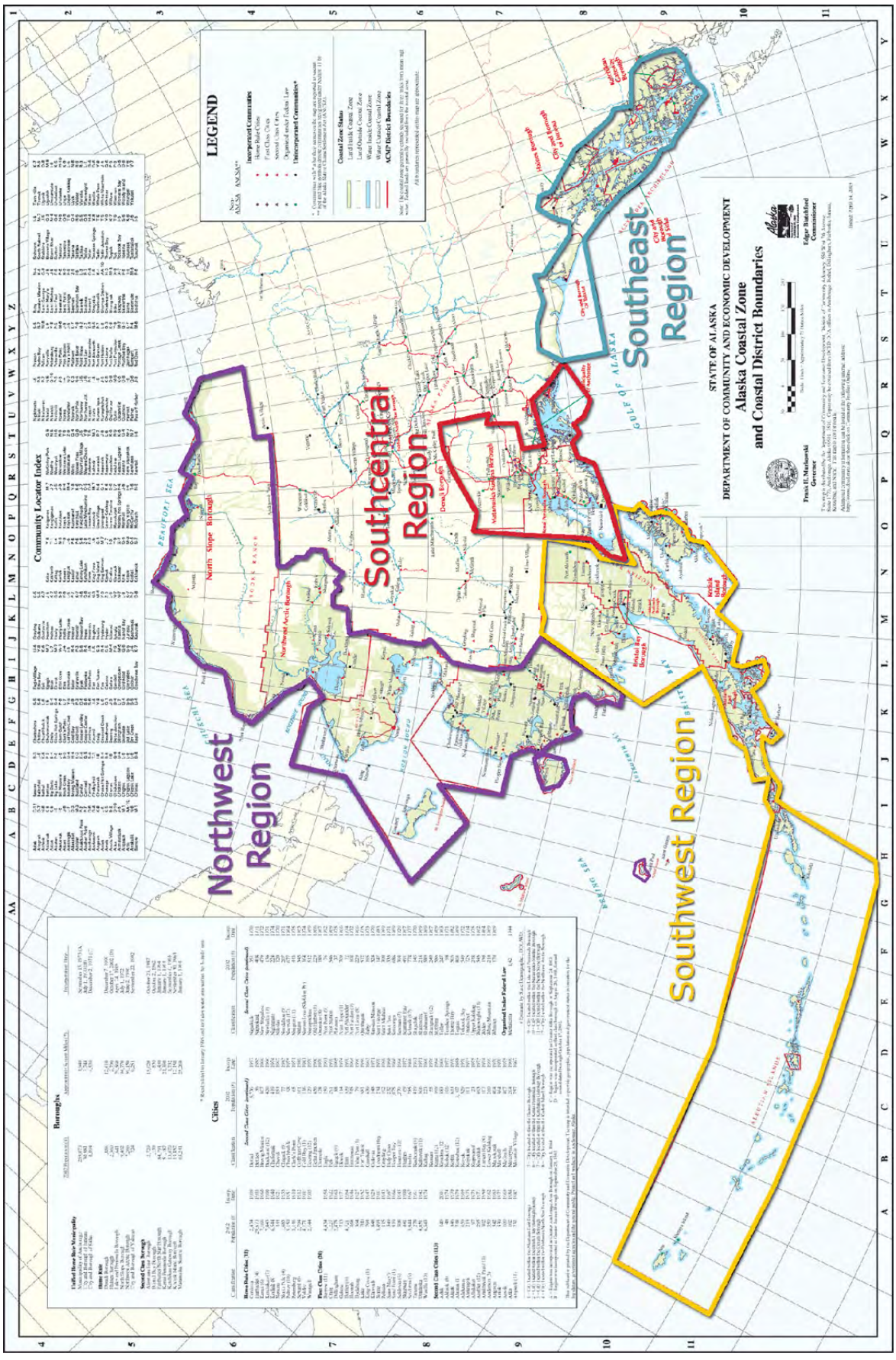
Signature of Applicant or Agent Date

Note: Federal agencies conducting an activity that will affect the coastal zone are required to submit a federal consistency determination, per 15 CFR 930, Subpart C, rather than this certification statement. ACMP has developed a guide to assist federal agencies with this requirement. Contact ACMP to obtain a copy.

This certification statement will not be complete until all required State and federal authorization requests have been submitted to the appropriate agencies.

- **To complete your packet, please attach your State permit applications and copies of your federal permit applications to this questionnaire.**

Attachment:
Regional
Map



STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

Division of Mining, Land and Water

Northern Region Land Office, Fairbanks	Southcentral Region Land Office, Anchorage	Southeast Region Land Office, Juneau
(907) 451-2740	(907) 269-8552	(907) 465-3400

Dear Applicant:

The Department of Natural Resources, Division of Mining, Land and Water's (DMLW) regional land offices are responsible for managing state land and resources. Certain activities on state land require a land use permit, while other activities are considered "generally allowed" or require other authorizations. Commercial recreation facilities that remain no longer than 14 days in any one site may obtain a commercial recreation permit rather than a land use permit. Additional information and forms are available at any Division of Mining, Land and Water regional land office and the Public Information Centers in Anchorage and Fairbanks.

Land Use Permits:

- authorize the temporary use of state land or resources;
- can be issued for up to five years;
- do not convey any interest in state land;
- are revocable with or without cause;
- are not transferable;
- do not constitute waiver of any other state, federal, or local laws; and

A Complete Land Use Permit Application Package includes the following items:

A Land Use Permit application form completed and signed by the applicant. Applicants proposing:

- the use of the uplands and non marine waters must also complete the Supplemental Questionnaire for Use of Uplands and/or Non Marine Waters accompanying this application;
- off-road travel must also complete the Supplemental Questionnaire for Off-Road Travel accompanying this application; and/or
- the use of tide and submerged lands must also complete the Supplemental Questionnaire for Use of Marine Waters accompanying this application.

The **site development diagram** required in the Supplemental Questionnaire for Use of Uplands and/or Non-Marine Waters and the Supplemental Questionnaire for Use of Marine Waters should show each item labeled so that it corresponds with your description in the Questionnaire. The site development diagram must include:

- **Location** - Section, Township, and Range lines; North arrow; scale; title; legend (may be attached).
- **Boundaries** – Boundaries and dimensions of proposed area of use and their relation to geographic features, including water bodies, and existing trails or rights-of-way.
- **Structures and Storage** - Location and dimensions of buildings, tent platforms, out-buildings and other improvements, and of equipment parking and storage areas, including snow storage areas.
- **Hazardous substances** – Location and dimensions of storage facilities for hazardous substances, including but not limited to oil, lubricants, fuel oil, gasoline, solvents, and diesel fuel. Include method and dimensions of storage (tank, drum, etc.).

Other items that must accompany the application package are:

Map - a topographic map of sufficient scale to show the location of the proposed activity. The map may be either 1:250,000 or 1:63,360.

Coastal Project Questionnaire (CPQ) - A CPQ is required to identify which state and federal permits are required for activities within the coastal zone. The DMLW will help you determine if the proposed activity is within the coastal zone by referring to the Coastal Zone Boundaries of Alaska (June 1995). If your project is within the coastal zone, please request a Coastal Project Questionnaire from the DMLW office.

Filing Fees - A $100.00 non-refundable filing fee is required by regulation (11 AAC 05.010(5)(B)). Make checks payable to the "State of Alaska".

Other Miscellaneous Items: Items specifically identified and required in any of the supplemental questionnaires.

Completed Land Use Permit Applications should be mailed to one of the following offices:

Public Information Center	**Public Information Center**	**MLW Information Office**
550 W. 7th Ave, Suite 1260	**3700 Airport Way**	**400 Willoughby, #400**
Anchorage, AK 99501	**Fairbanks, AK 99709**	**Juneau, AK 99801**
(907) 269-8400	**(907) 451-2705**	**(907) 465-3400**

Pre-Permit Issuance Requirements: Prior to issuance of a permit, an applicant is required to submit one or more of the following:

Use Fees - The use fee depends on the type of activity, length of use and the acreage authorized for use. Regulations under 11 AAC 05.010(e)(6)-(9) describe use fees for different activities authorized under land use permits.

Performance Guaranty (Bond) - A performance guaranty is held by the state to assure performance and to pay for corrective action if the use of state land fails to comply with the requirements of the permit. The DMLW uses a bonding matrix to determine the amount of a performance guaranty. Acceptable types of performance guaranties include:

a. cash or check made out to the State of Alaska;
b. a Certificate of Deposit (CD) in the state's name; or
c. a corporate surety bond.

Insurance - Insurance to protect you and the state from liabilities incurred through the use of state property.

Survey - Surveys are generally not required for land use permits. Some authorizations may require a Global Positioning System (GPS) to determine the location of the project.

If you have any questions prior to submitting your application, you are encouraged to meet with a member of the Division of Mining, Land and Water staff about your proposed activity.

ONLY COMPLETE APPLICATIONS WILL BE ACCEPTED

STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF MINING, LAND AND WATER

LAND USE PERMIT APPLICATION
AS 38.05.850

Applicants must complete all sections of this application. In addition, applicants proposing:

- the use of the uplands and non marine waters must also complete the Supplemental Questionnaire for Use of Uplands and Non Marine Waters accompanying this application;
- off-road travel must also complete the Supplemental Questionnaire for Off-Road Travel accompanying this application; and/or
- the use of tide and submerged lands must also complete the Supplemental Questionnaire for Use of Marine Waters accompanying this application.

Other items that must accompany the completed application are:

- **a (non-refundable)** $100 application filing fee;
- a 1:250,000 or 1:63,360 scale USGS map showing the location of the proposed activity;
- additional items identified and required in any supplemental questionnaire(s) to this application;
- an Alaska Coastal Management Questionnaire if the proposed use is within the Coastal Zone; and
- additional pages if more space is necessary to answer the questions completely.

Completed Land Use Permit Applications should be mailed to one of the following offices:

Public Information Center
550 W. 7th Ave, Suite 1260
Anchorage, AK 99501
(907) 269-8400

Public Information Center
3700 Airport Way
Fairbanks, AK 99709
(907) 451-2705

MLW Information Office
400 Willoughby, #400
Juneau, AK 99801
(907) 465-3400

LAS # _____

Applicant Information:

Trapper Creek Community Services
Applicant Name — Date of Birth

John Moore
Doing Business As — Contact Person — EIN

P.O. Box 13049 Trapper Creek, AK 99683 johnm@pobox.mtaonline.net
Mailing Address with City, State and Zip — Email Address

( ) (907) 733-1755 ( ) ( )
Home Phone — Work Phone — Cell Phone — FAX

If you are applying for a corporation, give the following information:

Name, address and place of incorporation: _____

Is the corporation qualified to do business in Alaska? **Yes [ ] No [ ]. If yes**, provide name, address and phone number of resident agent: _____

Type of User, Select one: [ ] Private non-commercial (personal use) ☑ Commercial Recreation or Tourism

[ ] Public Non-profit including Federal, State, Municipal Government Agency **[ ]** Other commercial or industrial

Duration of Project: The proposed activity will require the use of state land for: **(Check one)**

☑ a single term of less than one year. **Beginning month:** 10/06 **Ending month:** 9/07

[ ] a multi year term for up to 5 years. **Beginning year:** _____ **Ending year:** _____

If multi year and seasonal, circle months of use in each year. **Jan., Feb., Mar., Apr., May, Jun., Jul., Aug., Sept., Oct., Nov., Dec.**

Project Location

Latitude/Longitude or UTM: _____ or

Section: 29, Township: 26N, Range: 5W, Meridian: Seward

(The spaces below are to be used if the boundaries of the proposed project cross section lines.)

Section: _____, Township: _____, Range: _____, Meridian: _____

Section: _____, Township: _____, Range: _____, Meridian: _____

Proposed project will require the use of up to 50 acres. (Add additional sheets as necessary)

Project Description - Describe in detail your intended use of state land. (State land also includes all tide and submerged lands beneath coastal waters and all shorelands beneath other navigable water bodies of the state.) Discuss development and activities. (Attach additional pages as necessary.)

Use of state land will be limited to the entry and exit of vehicles and watercraft from the launch site. The placement of concrete pads and the removal of material for the placement of these pads will be the extent of the intrusions to the site area. Less than 30-40 yards of silt will be removed for this project.

Should a portion of the permitted area be closed to the general public? **Yes [ ]** **No [✓]** **If yes**, explain which portion and provide justification for exclusive use:

Site Description - Briefly describe the current condition of the proposed site of use, noting any trash, garbage, debris or signs of possible site contamination (If significant, we recommend you provide pictures to establish initial conditions):

Small boat launch and day use site on 50 acres of MSB parkland along the Susitna River at the historical Trapper Creek landing site (at the east terminus of East Petersville Road). Project elements within the CMZ include: removable ramp of concrete slabs extending into shallow water; gravel turnaround for vehicles with boat trailers; gravel parking, upgrades to approx. 100 yards of former logging road to access launch site. Other elements that could be placed within the CMZ are: boulders to serve as vehicle barriers; porta-potty (seasonal); picnic tables; bear-proof trash cans; interpretive signs.

Are there improvements or materials on the site now? **Yes [ ]** **No [✓]** **If yes**, briefly describe the improvements, their approximate value, and who owns them (We recommend you provide pictures of improvements):

Site Description continued - Describe the natural vegetation --- ground cover, trees, shrubs --- and any proposed changes. Describe the location of any estuarine, riparian, or wetlands and any noticeable animal use of area.

Outside of the previously developed areas the site has a mix of grasses, cottonwoods, black spruce, and alders. This vegetation will be little impacted as the result of site development.

Site Access - Describe how you plan to access the site, and your mode of transportation.

Access to the site will be from the Parks Highway, turning onto the East Petersville Road. The site will be available to any vehicle that can travel the gravel road from the intersection at the Parks Highway.

If your access is by aircraft, specify the type and size of aircraft: _____

To access the site, the aircraft is equipped with **floats [ ] wheels [ ] skis [ ]**.

Number of people

1. Indicate the number of employees and supervisors who will be working on the site. 0
2. Indicate the number of customers who will be using the site per year or season. 45
3. Indicate the number of days the site will be used per year or season. 225

Environmental Risk / Hazardous Substances - In the course of your proposed activity will you generate, use, store, transport, dispose of, or otherwise come in contact with toxic and/or hazardous materials, and/or hydrocarbons? **Yes[ ] No[✓]**. **If yes**, please describe:

The types and volumes of fuel or other hazardous substances present or proposed: _____

The specific storage location(s): _____

The spill plan and prevention methods: _____

Environmental Risk/Hazardous Substances (continued) - If you plan to use either above or below ground storage containers (like tanks, drums, or other containers) for hazardous material storage, answer the following questions for each container:

Where will the container be located? _____

_____

What will be stored in the container? _____

_____

_____

What will be the container's size in gallons? _____

Give a description of any secondary containment structure, including volume in gallons, the type of lining material, and configuration:

_____

_____

Will the container be tested for leaks? **Yes[ ] No[ ]**

Will the container be equipped with leak detection devices? **Yes[ ] No[ ]**. **If no**, describe: _____

_____

_____

_____

Do you have any reason to suspect, or do you know if the site may have been previously contaminated? **Yes[ ] No[ ]. If yes**, please explain:

_____

_____

_____

Date Stamp:

_____

Signature of Applicant or Authorized Representative Title

AS 38.05.035(a) authorizes the director to decide what information is needed to process an application for the sale or use of state land and resources. This information is made part of the state public record and becomes public information under AS 09.25.110 and 09.25.120 (unless the information qualifies for confidentiality under AS 38.05.035(a)(9) and confidentiality is requested.) Public information is open to inspection by you or any member of the public. A person who is the subject of the information may challenge its accuracy or completeness under AS 44.99.310, by giving a written description of the challenged information, the changes needed to correct it, and a name and address where the person can be reached. False statements made in an application for a benefit is punishable under AS 11.56.210.

FH# _____
(Office Use Only)

ALASKA DEPARTMENT OF NATURAL RESOURCES
FISH HABITAT PERMIT APPLICATION
SPECIFIC INSTRUCTIONS

NOTE: Provide as much information as possible. If you need assistance, please contact the nearest DNR Office of Habitat Management and Permitting office. The DNR reserves the right to require additional information for the proper protection of fish and game.

Step A: Provide your name, address, and telephone number and the name, address, and telephone number of the contractor who will be doing the work, if known.

Step B: Describe the type of project (e.g., bridge, culvert, utility line placement, impoundment structure, bank stabilization, channelization, low water crossing, log removal, etc.) and the purpose of the project. A brief description of alternatives considered would be useful but is not required. Back to Form

Step C: **1.** Name of the waterbody in or adjacent to which the project will occur.

2. For Anadromous Stream numbers, refer to the Atlas to the Catalog of Waters Important for Spawning, Rearing or Migration of Anadromous Fishes.

3. a. Provide plans (or field sketch) showing the following as a minimum: access to the site, plan view showing all project features and dimensions, or crossing/fording sites; material removal plans should also include, at a minimum, the following: 50' contour lines; nearby watercourses and lakes; location of facilities (i.e., screening, washing, and crushing plants, and commercial and private buildings); aliquot parts identified in order they are to be mined; site where fuel will be stored; a cross section view of the material site showing current land and water elevations and bank slopes and final excavation grades and slopes; and project expansion sites (scale no greater than 1 in. = 400 ft.)

b. Provide specifications, if available; and

c. Provide a current aerial photograph, if available. Back to Form

Step D: Indicate the time of year when project construction will occur. Is the project temporary or permanent?

Step E: Construction Methods - What precautions will be taken to ensure that fish and other aquatic organisms are protected from adverse impacts?

Step F: Site Rehabilitation/Restoration Plan - Outline plan for restoring, rehabilitating, or revegetating the site if channel or bank alterations occur. What precautions will be taken to maintain State Water Quality Standards. Back to Form

Step G: Provide the waterbody characteristics at the site of the project.

Step H: Provide available hydraulic information for the types of projects indicated. For information on selecting a culvert size that will ensure fish passage, consult DNR permitters or references available at Office of Habitat Management and Permitting offices.

FH# _____
(Office Use Only)

GENERAL WATERWAY/WATERBODY APPLICATION
ALASKA DEPARTMENT OF NATURAL RESOURCES
Office of Habitat Management and Permitting
Office Locations

A. APPLICANT

1. Name: Trapper Creek Community Services

2. Address (Mailing): P.O. Box 13049, Trapper Creek, AK 99683
Email Address: johnm@pobox.mtaonline.net

Telephone: 907-733-1756 Fax: n/a

3. Project Contractor: Name: John Moore

Address: see above
Email Address: see above

Telephone: see above Fax: n/a

B. TYPE AND PURPOSE OF PROJECT: Development of park site and amenities, trail system, boat launch and access. See Project Description.

C. LOCATION OF PROJECT SITE

1. Name of River, Stream, or Lake: Susitna River or Anadromous Stream No: _____

2. Legal Description: Township 26N Range 5W

Meridian Seward Section 29 USGS Quad Map Talkeetna B-1

3. Plans, Specifications, and Aerial Photograph. See specific instructions

D. TIME FRAME FOR PROJECT: August, 2006 TO August, 2007 (m/d/yy)

E. CONSTRUCTION METHODS:

1. Will the stream be diverted? ☐ Yes ☒ No

How will the stream be diverted? _____

How long? _____

2. Will stream channelization occur? ☐ Yes ☒ No

3. Will the banks of the stream be altered or modified? ☐ Yes ☒ No

Describe: _____

4. List all tracked or wheeled equipment (type and size) that will be used in the stream (in the water, on ice, or in the floodplain): Wheeled loader and/or excavator.

How long will equipment be in the stream? 4 hours

5. a. Will material be removed from the floodplain, bed, stream, or lake? ☒ Yes ☐ No

Type: Silt

Amount: 30-40 cu. yds.

b. Will material be removed from below the water table? ☒ Yes ☐ No

If so, to what depth? 1 ft.

Is a pumping operation planned? ☐ Yes ☒ No

6. Will material (including spoils, debris, or overburden) be deposited in the floodplain, stream, or lake? ☐ Yes ☒ No

If so, what type? _____

Amount: _____

Disposal site location(s): _____

7. Will blasting be performed? ☐ Yes ☒ No

Weight of charges: _____

Type of substrate: _____

8. Will temporary fills in the stream or lake be required during construction (e.g., for construction traffic around construction site)? ☐ Yes ☒ No

9. Will ice bridges be required? ☐ Yes ☒ No

F. **SITE REHABILITATION/RESTORATION PLAN**: On a separate sheet present a site rehabilitation/restoration plan. See specific instructions

G. **WATERBODY CHARACTERISTICS**:

Width of stream: 20 ft. Depth of stream or lake: varies

Type of stream or lake bottom (e.g., sand, gravel, mud): Silt/sand

Stream gradient: 3%

H. **HYDRAULIC EVALUATION**:

1. Will a structure (e.g., culvert, bridge support, dike) be placed below ordinary high water of the stream? ☐ Yes ☒ No

   If yes, attach engineering drawings or a field sketch, as described in Step B.

   For culverts, attach stream discharge data for a mean annual flood (Q=2.3), if available.

   If applicable, describe potential for channel changes and/or increased bank erosion: _____

2. Will more than 25,000 cubic yards of material be removed? ☐ Yes ☒ No

   If yes, attach a written hydraulic evaluation including, at a minimum, the following: potential for channel changes, assessment of increased aufeis (glaciering) potential, assessment of potential for increased bank erosion.

I HEREBY CERTIFY THAT ALL INFORMATION PROVIDED ON OR IN CONNECTION WITH THIS APPLICATION IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

_____ _____

Signature of Applicant Date

MATANUSKA-SUSITNA BOROUGH
Planning and Land Use Department
Code Compliance Division
350 East Dahlia, Palmer, Alaska 99645
(907)745-9853 * fax (907)745-9876
ccb@matsugov.us

APPLICATION FOR FLOODPLAIN DEVELOPMENT PERMIT
MSB 17.29

Application Fee is: $100 for ❑ proposed development. Application Fee is $500 for ❑ "After the Fact" development.
The application must be complete with all attachments. Please carefully read MSB 17.29 and these instructions. Fill out forms completely. Use N/A if a question is not applicable. Address all development. Attach additional sheets as needed. Additional information and permits may be required. For more information go to www.matsugov.us, and click on code compliance.

REQUIRED ATTACHMENTS ***(All drawings must be to scale and show all required dimensions)***
❑ Application Fee, $100 ❑ proposed development, $500 for ❑ "After the Fact" development.
❑ A site plan showing horizontal dimensions and location of all existing and proposed development on the site.
❑ Drawings or photos depicting what the development will look like showing vertical dimensions.
❑ A completed Elevation Certificate.

PROJECT LOCATION: Township 29, Range 26N, Section 5W, Meridian Seward.

SUBDIVISION: _____ BLOCK: _____, LOT: _____

(US Survey, aliquot Part, Lat. /Long. etc) _____

STREET ADDRESS: _____

VICINITY: _____

MSB TAX ACCOUNT ID#_____ LOT SIZE: _____ Acres *or* _____Sq. Ft.

Is site in a Special Use District (SPUD) or city? ❑ Yes ❑ No, If yes, which SPUD or City?

_____
Development and use must also comply with the rules for the SPUD and city.

Ownership: If the applicant is not the property owner of record, a letter of authorization signed by the owner must be attached to this application.
Is written owner's authorization attached: ❑ N/A ❑ Yes ❑No

Name of Property Owner
Matanuska Susitna Borough
Address: _____
_____
Phone: Hm: _____
Wk: _____
E mail: _____

Name of Applicant *{if different from owner}*
Trapper Creek Community Services
Address: P.O. Box 13049
Trapper Creek, AK 99683
Phone: Hm: _____
Wk: (907) 733-1755
E mail: johnm@pobox.mtaonline.net

MSB TAX ACCOUNT ID#_____, T____, R____, S____, M___ MSB FHDP_____-_____

Type of Use:

❑ Residential, Number of dwelling units_____ ☑ Commercial

❑ Industrial ❑ Public/Institutional

Describe the use: Boat launch, information on historical significance of area, walking trails and other day-use facilities.

Type of Project:

❑ New Structure ❑ Addition

❑ Relocation ❑ Mobile /Manufactured home placement

❑ New subdivision/Platting Action

Number of Acres _____ Number of lots _____

❑ Building(s), number of buildings _____ ❑ Basement/Daylight Basement

❑ Private Storage/Garage ❑ Dock

❑ Excavation _____ total cubic yards. ❑ Fill _____total cubic yards

❑ Watercourse/ shoreline alteration ❑ Drilling

❑ Grading_____sq. ft ❑ Paving _____sq. ft.

❑ Road/Bridge construction ❑ Utilities, type _____

❑ Mining (gravel, soil etc.) _____total cu. yds. ❑ Dredging _____total cu. yds.

❑ Other type of structure(s), Tank, Tower, etc)

Describe _____

❑Addition/Alteration/Repair: When was the existing structure originally built? _____

Does cost of addition/alteration or repair exceed 50% of prior existing value of structure?

❑ Yes ❑ No

Value of existing structure prior to proposed addition/alteration repair $_____

Estimated cost of addition/alteration addressed by this application $_____

Project Description: *{Example: Warehouse – 20,000 sq. ft.; Office – 5,000 sq. ft., etc. or living space 1,000 sq. ft.; Garage 400 sq. ft., 20,000 sq. ft. paved parking area, 98 ft. tall tower or, 1,000 cubic yard of fills.} Include all structures, and development.*

Entry sign and interpretive signs, trails, picnic tables - multiple, boat launch, trash cans, toilet, water

Estimated cost of all development addressed by this application $_____

Maximum height of structure above avg. grade: _____ ft.

Number of Stories above avg. grade: _____

Total exterior gross area of Building: _____sq. ft.

{State Fire Marshall's review may be required; call (907)269-5604 for state fire and building codes}

Structural Setbacks: (at closest point to Public; Right of Way, Use/Access Easement _____ ft,

Side Lot Line _____ ft, Rear Lot Line _____ ft, Water body _____ ft

Water Frontage: Does the property have water frontage? ☑ Yes ❑ No

Name of water body: Susitna River. What is the distance between the ordinary high water mark of water body and the structure at the closest point? _____ ft

Access: This project will have access to what road? East Petersville Road.

❑ Borough Maintained Road ❑ State Maintained Road ❑ Private Road
Does this project require new access driveway to a street or road? ❑ Yes ❑ No
{Driveway permit may be required, call 745-4801 for MSB Public Works Dept; or 745-2159 for AK DOT-PF}

Type of Sewage Disposal: ❑None ❑Existing ❑ Proposed ❑ Pit Privy ❑ Holding Tank ❑ Septic Tank ❑ Public/Community ❑Other (specify) _____,
No part of a subsurface sewage disposal system shall be closer than 100 ft from any body of water or water course (MSB Title 17.55.020). Other rules apply. ADEC Certification may be required, call Alaska DEC at 376-5038 for more information. Connection to available public systems (such as Talkeetna) may be required. Contact MSB Public Works Dept. at (907) 745-9801.

Type of Water Supply: ❑ None ❑ Existing ❑ Proposed ❑ Private well/cistern ❑ Public/Community
ADEC Certification may be required, contact Alaska DEC at 376-1850 (www.state.ak.us/dec) for more information. ADNR Water Rights may be required, contact Alaska DNR at 907-269-8503(www.dnr.state.ak.us) for more information.

OTHER PERMITS, COVENANTS, PLAT NOTES, DEED RESTRICTIONS, ETC

It is the responsibility of the owner and applicant to identify and comply with all applicable private restrictions such as covenants, and plat notes, as well as all local, state and federal regulations applicable to this development and to obtain all necessary authorizations and permits. Any commercial use requires State and Borough Business licenses. City business licenses may also be required.

The applicant has applied for the following other permits for this project:
DNR Land Use Application, DNR Fish Habitat Permit Application, Coastal Project Questionnaire,

Completing an Alaska Coastal project questionnaire is helpful in determining if state or federal resource management permits are required. These forms are available from the borough or at the ADNR website, www.alaskacoast.state.ak.us.

The applicant has completed and submitted a Coastal Project Questionnaire. ❑ Attached ☑ Yes ❑ No

DETAILED FLOOD HAZARD DEVELOPMENT INFORMATION *(Complete all Sections*

1. MSB FLOOD HAZARD AREA DEVELOPMENT PERMIT - ALL NEW STRUCTURES INCLUDING MANUFACTURED HOMES, SUBSTANTIAL IMPROVEMENTS, AND OTHER DEVELOPMENT.
   a. Is elevation certification attached? ❑ Yes ❑ No
   b. Is proposed Site Plan attached? ❑ Yes ❑ No
   c. Is site in a designated Flood Hazard Area? ❑ Not Mapped ❑ Yes ❑ No
      FIRM Panel # _____FIRM Zone _____
   d. Is site in a designated Floodway? ❑ Not Mapped ❑ Yes ❑ No
      Floodway panel# _____
   e. Does structure have a basement or enclosed crawl space? ❑ Yes ❑ No
   f. Will structure/improvement(s) be anchored to prevent floatation, collapse, and lateral movement? ❑ Yes ❑ No
   g. Will all materials and utility equipment used be resistant to flood damage? ❑ Yes ❑ No
   h. Will all construction methods and practices, minimize flood damage? ❑ Yes ❑ No

2. NON-RESIDENTIAL STRUCTURE ❑ N/A
   a. Is first floor flood-proofed to base flood elevation? ❑ Yes ❑ No
   b. Is structure capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy? ❑ Yes ❑ No

3. MANUFACTURED HOME ❑ N/A
   a. Will manufactured home be placed on a permanent foundation? ❑ Yes ❑ No
   b. Will manufactured home be anchored with over-the-top and frame ties to ground anchors in accordance with MSB 17.29.160? ❑ Yes ❑ No

4. UTILITIES AND OTHER DEVELOPMENT ❑ N/A
   a. Are new and replacement water and sewer systems designated to minimize and eliminate infiltration of flood waters? ❑ Yes ❑ No
   b. Is new or replacement sanitary sewage system designed to minimize or eliminate discharge from system to flood waters? ❑ Yes ❑ No
   c. Is on-site waste disposal system located to avoid impairment and contamination during flooding? ❑ Yes ❑ No
   d. Are all tanks, containment areas, pipeline, dikes, diversion areas, ditches, fill, etc. located or designed to avoid impairment and contamination during flooding? ❑ Yes ❑ No
   e. Are all electrical, heating, ventilation, plumbing and air conditioning equipment and other service designed, elevated or located to prevent flood waters from entering and accumulating in components? ❑ Yes ❑ No

5. SUBDIVISIONS ❑ N/A
   a. Total acreage in subdivision: _____ Total number of lots: _____.
   b. Does proposal minimize potential flood damage? ❑ Yes ❑ No
   c. Are utilities and facilities designed to minimize flood damage? ❑ Yes ❑ No
   d. Is adequate drainage provided? ❑ Yes ❑ No
   e. Is base flood elevation data provided on plat ❑ Yes ❑ No
   f. Is required notice of flood hazard included on Plat? ❑ Yes ❑ No

6. EXCAVATION OR FILL/ROAD CONSTRUCTION ❑ N/A
   a. Will fill encroach upon a mapped floodway? ❑ Yes ❑ No
   b. Are culverts or drainage provided to maintain existing drainage patterns? ❑ Yes ❑ No

7. ALTERATION, RELOCATION OR, ENCROACHMENT IN, WATER COURSE ❑ N/A
   a. Will watercourse be altered or relocated? ❑ Yes ❑ No
   b. Will proposed development encroach into any watercourse? ❑ Yes ❑ No
   c. Describe the type, and extent of any encroachment into, alteration or relocation of a water course resulting from the proposed development. _____
   _____
   _____
   d. Will encroachment, relocation, or alternation of the water course result in diminished flood carrying capacity during occurrence of the base flood discharge? ❑ Yes ❑ No

CERTIFICATION BY ALASKA REGISTERED PROFESSIONAL ENGINEER/ARCHITECT

1. Elevation of base flood level (FBE) relative to mean sea level (MSL) _____
2. Elevation of lowest floor of proposed structures) including basement (MSL) _____
3. Elevation to which structure(s) have been flood proofed (MSL) _____
4. I, a professional Engineer/Architect do hereby certify that the designs and methods for construction of the development including structures, fill, excavation, utilities, and grading, described herein are in accordance with accepted standards of practice for meeting applicable provisions of Matanuska-Susitna Borough Code 17.29 and that this development will not result in any increase in flood levels during the base flood discharge.

{Professional seal}

Printed name & title: _____

Signature: _____ Date: _____

APPLICANT'S SIGNATURE

I understand that for each building located in numbered A Zones, which is constructed or substantially improved under this permit, the owner must provide to the Borough the actual "As Built" elevation (in relation to mean sea level) of the lowest floor within 90 days of completion of the structure.

I am owner of this property, or the owner's authorized agent, and I attest that the information in this application is true and agree to conform to all applicable laws of this jurisdiction.

_____	_____	_____
Applicant Printed Name	**Applicant Signature**	**Date**

SITE PLAN

Please read instruction carefully and include the following information:

□ north arrow □ structures (including signs & decks) □ driveways □ well(s)
□ septic system □ lot lines □ water bodies (with names) □ roads and rights of way (include names)
□ easements □ distances; between structures, structures and waterbodies, and structures and property lines.
□ Please identify the use of each structure
□ This form is not required if you are submitting a certified site plan with all required information.

Location: M____ T_____ R_____ S_____
Tax ID:_____
Subdivision:_____
Block: _____ Lot:_____

For Conditional Use Permits, also include proposed: vegetation, buffering, topography, surface drainage, vehicular & pedestrian traffic patterns & specific location of Use(s) applied for.

Signature:_____ Date:_____

MSB TAX ACCOUNT ID#_____, T_____, R_____, S_____, M___ MSB FHDP_____-_____

MATANUSKA-SUSITNA BOROUGH

350 East Dahlia Avenue, Palmer, Alaska 99645-6488
Planning and Land Use Department
Code Compliance Division
Phone (907) 745-9853 * FAX (907) 745-9876 * E-Mail ccb@matsugov.us
Borough Web Site: www.matsugov.us

NOTICE

IF YOU ARE BUILDING A STRUCTURE WITHIN THE MATANUSKA-SUSITNA BOROUGH, BUT OUTSIDE SPECIAL USE DISTRICTS AND THE CITIES OF PALMER AND WASILLA, THE SETBACKS ARE:

1. Twenty-five feet from any public right-of-way (including access easements and section line easements). No furthermost protruding portion of any structure shall be placed closer than 10 feet from the right-of-way when the pre-existing lot measures 60 feet or less in frontage on a public right-of-way and is not located on a cul-de-sac bulb, or comprises a nonconforming structure erected prior to July 3, 1973.

2. Ten feet from side and rear lot lines.

3. Seventy-five feet from a lake or other waterbody or water course (stream, creek, etc.). Additional setbacks apply from waterbodies with public access easements along the shoreline.

4. No part of any subsurface sewage disposal system shall be closer than 100 feet from any body of water or water course.

5. Driveway permits are required when gaining access from a public right-of-way or roadway. Call 745-4801 for Borough Roads and 745-2159 for State Roads.

6. Well, septic tank and drainfield are not to be located within a public right-of-way and may only be placed in utility easement with non objection from utility companies.

7. **All** development is subject to MSB 17.01 - **Acknowledgment of Existing Land Use Regulations**. Applications are available at the Borough's Code Compliance Division office. Prior to development, please contact the Code Compliance Division.

8. For any activity adjacent to, or on a waterbody contact Department of Natural Resources, Office of Habitat Management and Permitting at (907) 269-8690.

9. For development in the City of Houston, contact 892-6869 to obtain a building permit and the Mat-Su Borough for land use regulations.

For setback requirements within the cities of Palmer and Wasilla, check with the appropriate city hall. Other setback rules exist in some Special Use Districts. Be sure to check with our office.

****

FOR INFORMATION REGARDING **WATER AND/OR WASTE WATER DISPOSAL SYSTEMS**, PLEASE CONTACT THE STATE OF ALASKA, DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC).
Address: 1700 E. Bogard Road, Bldg B, Suite 202, Wasilla AK 99654, Telephone: (907) 376-1850
For rights to take water from the well or surface source call AK Dept. of Natural Resources at (907) 269-8503.
Connection to available public systems (such as Talkeetna) may be required. Contact MSB Public Works Dept. at (907) 745-9801.

****

Other federal, state, and local regulations may apply to development in the Borough. It is the property owner's responsibility to determine the regulations that apply to their development.

IT IS THE LAW

BUILDING, REMODELING, OR RENOVATING?

Construction, repair, remodel, addition or change of occupany of any building/structure, or installation or change of fuel tanks must be approved by the State Fire Marshal's Office before ANY work is started.

Residential housing that is three-plex or smaller are exempt from this requirement.

The State Fire Marshal is the State Building Official

Authority: AS 18.70.080
Alaska Administrative Code 13AAC 50.027

For South Central Alaska, contact:

Division of Fire Prevention
5700 East Tudor Road
Anchorage, Alaska 99507
Phone (907) 269-5604
FAX (907) 269-5018
TDD (907) 269-5094

Recommended Steps Prior To
Buying Or Building in the Mat-Su Borough

Before you buy or build in the Matanuska Susitna Borough (MSB), the Code Compliance Division recommends the following steps be taken:

- Contact the MSB Code Compliance Office at (907) 745-9853 or email at ccb.matsugov.us. Different rules apply in different parts of the borough.
- Always obtain and submit an Acknowledgement of Existing Land Use Regulations Application to determine what rules apply to your project. A Borough Code Officer will review the application and determine compliance with Setbacks, Zoning, Flood Plain Development standards, Conditional Uses and other related ordinances.
- Find out if covenants, deed restrictions, easements, plat notes, or other special rules affect you. You may obtain this information from the boroughs Platting Division. Contact Platting at 745-9874 or email paul.hulbert@matsugov.us. Find out who is responsible for enforcing them and how they have been enforced in the past. The Borough does not enforce private covenants.
- Determine whether existing uses or development in the area are in compliance with existing rules and what system is set up to enforce covenants? (Hint: If there is not an active property owners association with active directors and mandatory dues from members, covenants are less likely to be enforced.)
- Check for existing or planned uses nearby that could impact your site such as noise, heavy traffic, vibration, smoke, lighting/glare, odor, safety, etc. Remember that most residential, commercial, and industrial uses are allowed in many areas of the Borough (Zoning)
- Check for problems in the area with flooding, erosion, road problems, etc. Contact the Code Compliance Office and request a “Flood Hazard Determination”. Development permits are required in Designated Flood Hazard Areas.
- If in doubt, hire a professional to determine if your proposed development affects wetlands, and obtain required authorization from the U.S. Army Corps of Engineers.
- Have the lot surveyed. Monument all corners with permanent, self-identifying markers. Make sure you know where all easements, section lines, and lot lines are located. A “mortgage drawing” is not an as-built survey.
- Remember that Setbacks are minimum, plan to allow more separation between structures, lot lines, shore lines, easements, etc. if available.
- Make sure the well driller and septic system installers are certified, and ensure that the proper paperwork, such as well log and information about septic system design and installation, are filed with Alaska Department of Environmental Conservation (ADEC).
- For information regarding water and/or waste water disposal systems, please contact the State of Alaska, Department of Environmental Conservation (ADEC). Address: 1700 E. Bogard Road, Bldg B, Suite 202, Wasilla AK 99654, Telephone: (907) 376-1850
- For rights to take water from the well or surface source call AK Dept. of Natural Resources at (907) 269-8503.
- Connection to available public systems (such as Talkeetna) may be required. Contact MSB Public Works Dept. at (907) 745-9801.
- If you are using an onsite well, apply for a water use appropriation certificate from Alaska Department of Natural Resources (ADNR). This protects your rights to use the water.
- Check with the State Fire Marshall about state building and fire codes. The Fire Marshall Office can be reached at (907)269-5604.
- Hire a certified building inspector to inspect the construction from design to completion. This verifies that the house is properly constructed and may facilitate refinancing and obtaining insurance.
- Obtain Driveway Permits (from the borough and/or Alaska Department of Transportation (ADOT)) to access public roads and streets.
- Check with Alaska Department of fish and Game (ADFG) before working along shores and in water, including creeks, rivers, lakes, etc. Please note, permits are required prior to installing docks on lakes.

U.S. DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency
National Flood Insurance Program

ELEVATION CERTIFICATE

OMB No. 1660-0008
Expires February 28, 2 2009

Important: Read the instructions on pages 1-8.

SECTION A - PROPERTY INFORMATION

For Insurance Company Use:

A1. Building Owner's Name — Policy Number

A2. Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. — Company NAIC Number

City State ZIP Code

A3. Property Description (Lot and Block Numbers, Tax Parcel Number, Legal Description, etc.)

A4. Building Use (e.g., Residential, Non-Residential, Addition, Accessory, etc.) _____

A5. Latitude/Longitude: Lat._____ Long. _____ Horizontal Datum: ☐ NAD 1927 ☐ NAD 1983

A6. Attach at least 2 photographs of the building if the Certificate is being used to obtain flood insurance.

A7. Building Diagram Number

A8. For a building with a crawl space or enclosure(s), provide
- a) Square footage of crawl space or enclosure(s) _____ sq ft
- b) No. of permanent flood openings in the crawl space or enclosure(s) walls within 1.0 foot above adjacent grade_____
- c) Total net area of flood openings in A8.b_____sq in

A9. For a building with an attached garage, provide:
- a) Square footage of attached garage _____sq ft
- b) No. of permanent flood openings in the attached garage walls within 1.0 foot above adjacent grade _____
- c) Total net area of flood openings in A9.b _____ sq in

SECTION B - FLOOD INSURANCE RATE MAP (FIRM) INFORMATION

B1. NFIP Community Name & Community Number	B2. County Name	B3. State

B4. Map/Panel Number	B5. Suffix	B6. FIRM Index Date	B7. FIRM Panel Effective/Revised Date	B8. Flood Zone(s)	B9. Base Flood Elevation(s) (Zone AO, use base flood depth)

B10. Indicate the source of the Base Flood Elevation (BFE) data or base flood depth entered in Item B9.
☐ FIS Profile ☐ FIRM ☐ Community Determined ☐ Other (Describe) _____

B11. Indicate elevation datum used for BFE in Item B9: ☐ NGVD 1929 ☐ NAVD 1988 ☐ Other (Describe) _____

B12. Is the building located in a Coastal Barrier Resources System (CBRS) area or Otherwise Protected Area (OPA)? ☐Yes ☐No
Designation Date _____ ☐ CBRS ☐ OPA

SECTION C - BUILDING ELEVATION INFORMATION (SURVEY REQUIRED)

C1. Building elevations are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☐ Finished Construction
*A new Elevation Certificate will be required when construction of the building is complete.

C2. Elevations – Zones A1-A30, AE, AH, A (with BFE), VE, V1-V30, V (with BFE), AR, AR/A, AR/AE, AR/A1-A30, AR/AH, AR/AO. Complete Items C2.a-g below according to the building diagram specified in Item A7.

Benchmark Utilized _____ Vertical Datum _____

Conversion/Comments _____

		Check the measurement used.	
a)	Top of bottom floor (including basement, crawl space, or enclosure floor) _____._____	☐ feet	☐ meters (Puerto Rico only)
b)	Top of the next higher floor _____._____	☐ feet	☐ meters (Puerto Rico only)
c)	Bottom of the lowest horizontal structural member (V Zones only) _____._____	☐ feet	☐ meters (Puerto Rico only)
d)	Attached garage (top of slab) _____._____	☐ feet	☐ meters (Puerto Rico only)
e)	Lowest elevation of machinery or equipment servicing the building (Describe type of equipment in Comments) _____._____	☐ feet	☐ meters (Puerto Rico only)
f)	Lowest adjacent (finished) grade (LAG) _____._____	☐ feet	☐ meters (Puerto Rico only)
g)	Highest adjacent (finished) grade (HAG) _____._____	☐ feet	☐ meters (Puerto Rico only)

SECTION D - SURVEYOR, ENGINEER, OR ARCHITECT CERTIFICATION

This certification is to be signed and sealed by a land surveyor, engineer, or architect authorized by law to certify elevation information.
I certify that the information on this Certificate represents my best efforts to interpret the data available.
I understand that any false statement may be punishable by fine or imprisonment under 18 U.S. Code, Section 1001.

☐ Check here if comments are provided on back of form.

Certifier's Name License Number

Title Company Name

Address City State ZIP Code

Signature Date Telephone

PLACE SEAL HERE

IMPORTANT: In these spaces, copy the corresponding information from Section A.	For Insurance Company Use:
Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.	Policy Number
City State ZIP Code	Company NAIC Number

SECTION D - SURVEYOR, ENGINEER, OR ARCHITECT CERTIFICATION (CONTINUED)

Copy both sides of this Elevation Certificate for (1) community official, (2) insurance agent/company, and (3) building owner.

Comments

Signature Date

☐ Check here if attachments

SECTION E - BUILDING ELEVATION INFORMATION (SURVEY NOT REQUIRED) FOR ZONE AO AND ZONE A (WITHOUT BFE)

For Zones AO and A (without BFE), complete Items E1-E5. If the Certificate is intended to support a LOMA or LOMR-F request, complete Sections A, B, and C. For Items E1-E4, use natural grade, if available. Check the measurement used. In Puerto Rico only, enter meters.

E1. Provide elevation information for the following and check the appropriate boxes to show whether the elevation is above or below the highest adjacent grade (HAG) and the lowest adjacent grade (LAG).
a) Top of bottom floor (including basement, crawl space, or enclosure) is _____._____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.
b) Top of bottom floor (including basement, crawl space, or enclosure) is _____._____ ☐ feet ☐ meters ☐ above or ☐ below the LAG.

E2. For Building Diagrams 6-8 with permanent flood openings provided in Section A Items 8 and/or 9 (see page 8 of Instructions), the next higher floor (elevation C2.b in the diagrams) of the building is _____._____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E3. Attached garage (top of slab) is_____._____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E4. Top of platform of machinery and/or equipment servicing the building is _____._____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E5. Zone AO only: If no flood depth number is available, is the top of the bottom floor elevated in accordance with the community's floodplain management ordinance?
☐ Yes ☐ No ☐ Unknown. The local official must certify this information in Section G.

SECTION F - PROPERTY OWNER (OR OWNER'S REPRESENTATIVE) CERTIFICATION

The property owner or owner's authorized representative who completes Sections A, B, and E for Zone A (without a FEMA-issued or community-issued BFE) or Zone AO must sign here. The statements in Sections A, B, and E are correct to the best of my knowledge.

Property Owner's or Owner's Authorized Representative's Name

Address City State ZIP Code

Signature Date Telephone

Comments

☐ Check here if attachments

SECTION G - COMMUNITY INFORMATION (OPTIONAL)

The local official who is authorized by law or ordinance to administer the community's floodplain management ordinance can complete Sections A, B, C (or E), and G of this Elevation Certificate. Complete the applicable item(s) and sign below. Check the measurement used in Items G8. and G9.

G1. ☐ The information in Section C was taken from other documentation that has been signed and sealed by a licensed surveyor, engineer, or architect who is authorized by law to certify elevation information. (Indicate the source and date of the elevation data in the Comments area below.)

G2. ☐ A community official completed Section E for a building located in Zone A (without a FEMA-issued or community-issued BFE) or Zone AO.

G3. ☐ The following information (Items G4.-G9.) is provided for community floodplain management purposes.

G4. Permit Number	G5. Date Permit Issued	G6. Date Certificate Of Compliance/Occupancy Issued

G7. This permit has been issued for: ☐ New Construction ☐ Substantial Improvement

G8. Elevation of as-built lowest floor (including basement) of the building: _____._____ ☐ feet ☐ meters (PR) Datum _____

G9. BFE or (in Zone AO) depth of flooding at the building site: _____._____ ☐ feet ☐ meters (PR) Datum _____

Local Official's Name Title

Community Name Telephone

Signature Date

Comments

☐ Check here if attachments

Building Photographs

See Instructions for Item A6.

	For Insurance Company Use:
Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.	Policy Number
City State ZIP Code	Company NAIC Number

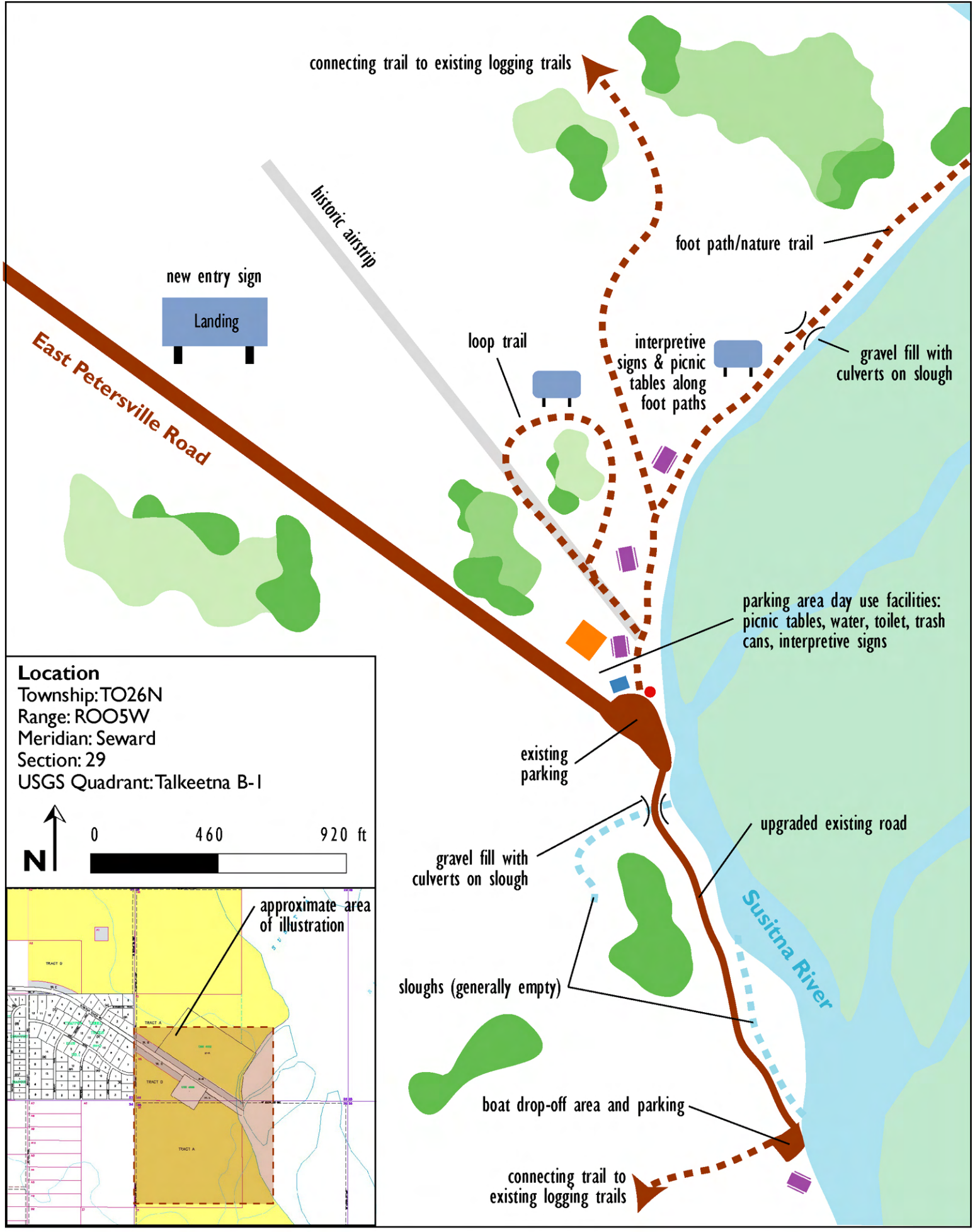
If using the Elevation Certificate to obtain NFIP flood insurance, affix at least two building photographs below according to the instructions for Item A6. Identify all photographs with: date taken; “Front View” and “Rear View”; and, if required, “Right Side View” and “Left Side View.” If submitting more photographs than will fit on this page, use the Continuation Page, following.

Building Photographs

Continuation Page

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.	For Insurance Company Use: Policy Number
City State ZIP Code	Company NAIC Number

If submitting more photographs than will fit on the preceding page, affix the additional photographs below. Identify all photographs with: date taken; “Front View” and “Rear View”; and, if required, “Right Side View” and “Left Side View.”


connecting trail to existing logging trails
historic airstrip
foot path/nature trail
new entry sign
Landing
East Petersville Road
loop trail
interpretive signs & picnic tables along foot paths
gravel fill with culverts on slough
parking area day use facilities: picnic tables, water, toilet, trash cans, interpretive signs
existing parking
upgraded existing road
gravel fill with culverts on slough
Susitna River
sloughs (generally empty)
boat drop-off area and parking
connecting trail to existing logging trails
Location
Township: T026N
Range: R005W
Meridian: Seward
Section: 29
USGS Quadrant: Talkeetna B-1
N
0
460
920 ft
approximate area of illustration

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